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THE SPHERE

Vol. CXCI
No. 2487
WITH WHICH IS INCORPORATED THE GRAPHIC
OCTOBER 4
1947

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THREE threadbare thespians tickling toothsome trout.

FOUR fat friars fanning a fainting fly.

FIVE fair flirts flying to France for fashions.

SIX Scotch scriveners selling six sacks of sauerkraut.

SEVEN small soldiers successfully shooting snipe.

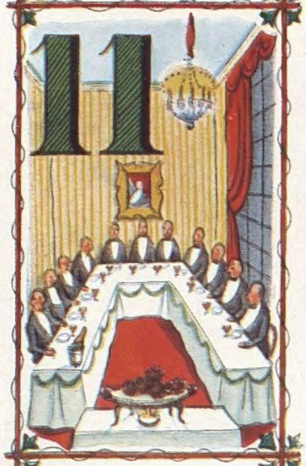
EIGHT elegant elephants embarking for Europe.

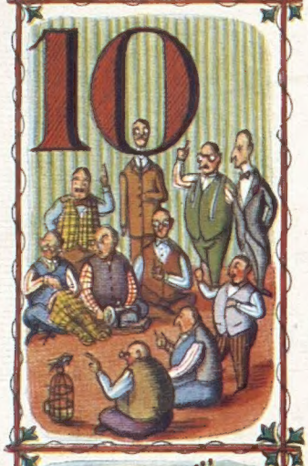
NINE nimble noblemen nibbling nectarines.

TEN talkative tailors training a timid titmouse.

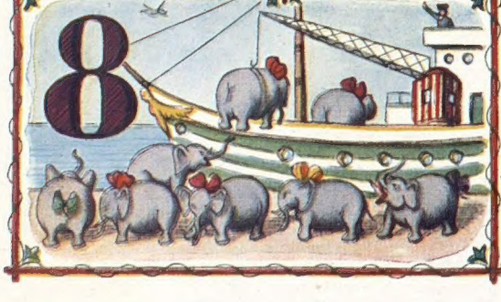
ELEVEN eager epicures eating echinoderms.

TWELVE twittering tomtits on top of a tottering tree.





then have a glass
of GUINNESS
when you're tired



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Volume CXCI No. 2487 The SPHERE, London, October 4, 1947

THE SPHERE
With which is incorporated "THE GRAPHIC"
The Empire's Illustrated Weekly

INSTALLING THE CITY OF LONDON'S NEW SHERIFFS—SIR LESLIE BOYCE, ALDERMAN OF WALBROOK, AND MR. R. C. HAMMETT TAKING THE OATH OF OFFICE AT LAST SATURDAY'S CEREMONY IN THE BOMB-SCARRED GUILDHALL: Seated at the head of the table is Sir Bracewell Smith, the Lord Mayor, now concluding his year of office, and on his left hand, next to the Sheriffs, is Sir Frederick Wells, who last Monday was declared Lord Mayor-elect

The autumn months are months of intense civic activity. Last Saturday the Sheriffs of the City of London, who were elected at Midsummer, were formally sworn in and took office, the ceremony taking place in the bomb-battered Guildhall in the presence of the Lord Mayor of London and the high officers of the City. Chains of office were placed on their shoulders by the outgoing Sheriffs. After the ceremony the new Sheriffs gave the customary breakfast at the Grocers' Hall. Among those present at the Guildhall was Mr. Sidney Blofeld, who, at the age of ninety-two, was described by Mr. Hammett as the father of the Butchers' Company. Last Monday the Lord Mayor for the ensuing year was elected, Sir Frederick Wells being chosen to succeed Sir Bracewell Smith, who is now completing a highly-successful and most arduous year of office. Sir Frederick will be received by the Lord Chancellor at the House of Lords on October 13, and there will be a special service at Westminster Abbey. This year, however, the Lord Chancellor has announced that he will not be holding the customary reception for the Lord Mayor-elect

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A LONDON NEWSLETTER

1, NEW OXFORD STREET, W.C.1.

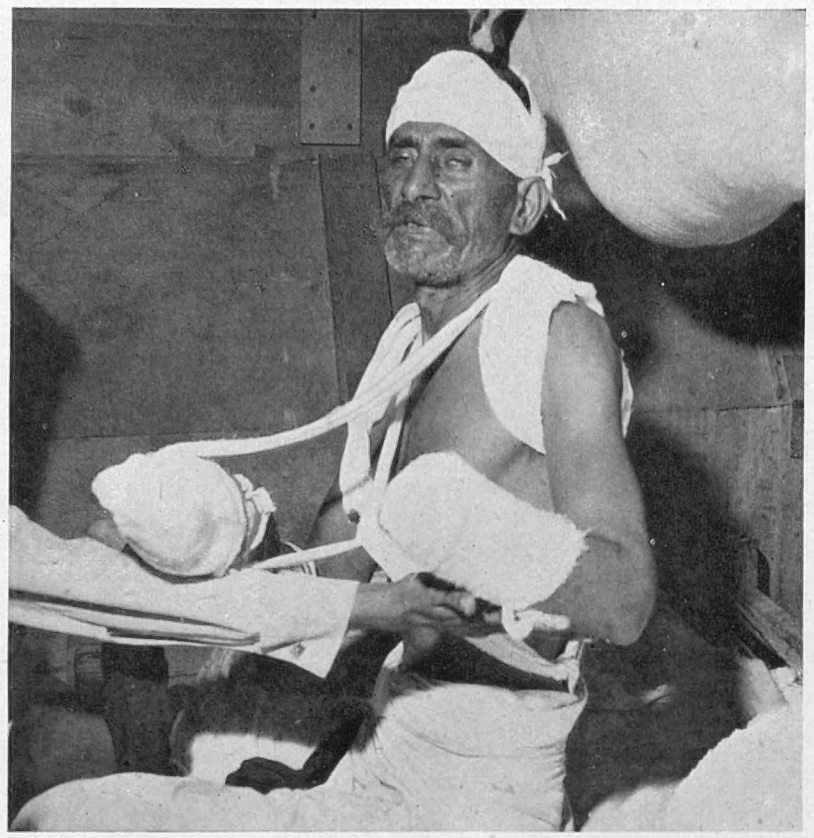
Late Cut.—It has taken two long years of approach to the crater, plus a terrible sight of the crater's flame, and a very serious singeing, to bring about cool reflection and practical measures to curtail the "bottomless purse" theory of Socialist reform extravagance. Now at last, at the last minute of the eleventh hour, the Cabinet is seriously examining (as we are advised) *experts'* plans (a crisis balance sheet) to bridge the hideous gap between our income and our expenditure. The income side has already been dealt with in a series of hopeful and optimistic targets of industrial output which, *if* achieved, might fill half the gap. The expenditure side is still being explored for axing. But briefly the experts advise that: 200 millions a year should be cut from our imports, 20 millions a year from the cost of military service overseas, and on all overseas commitments something like 100 millions as soon as practicable. More significant as signs of Socialism's admissions of criminal irresponsibility are the cuts which a severe reduction in capital expenditure will bring about in the Government's major domestic reconstruction schemes—housing, hospitals, schools, roads. Here at last is evidence (reinforced perhaps by confident rumours of weeding out proven failures in the Ministry) that Mr. Attlee admits at last (what a poor and honest private citizen admits from the start) that a ruined nation, like a ruined individual, must cut its coat to its cloth, curtail its luxuries, postpone its expansionist schemes, and live economically until better times.

Saving and Spending.—The importance of saving cannot be exaggerated. It is the greatest safeguard against inflation, or, rather, the best brake on the hurrying wheels of inflation. Yet no virtue in the nation requires so much stimulus by example from the top, by the nation's leaders; and for two years that example has been entirely lacking. We have had on the contrary, a flagrant example of insane and reckless squandermania. With the result that to-day the nation's credit has gone to blazes, and Sir Harold Mackintosh had a shocking "progress" report to make on the Savings Movement. He announced that it has failed by *five-sixths* to reach its half-year target. It is a stupendous failure. What are the causes? The shattering of Government credit, imprimis. The average man feels that the risks of lending to the State Treasury demand a much higher interest than from 2 to 2½ per cent. But more than this, the policy of favouring one class—the "workers"—at the expense of the rest has at last resulted in the tardy revolt of the most dependable saving class. The middle class no longer buys Government Bonds, no longer saves in this way, if it can save in any way. And can we wonder? It has been taxed out of existence, scorned and decried as the bourgeoisie; it has been robbed and pinched of its few available sweets, while it observes such favours as may be squeezed out of a bankrupt Exchequer, showered with flattery and an open hand on the "workers"; vast rises in wages, shorter hours, longer holidays, better food. All the "bread and circuses" have been earmarked for the favoured class.

The Fruits of Socialism.—Small wonder if the Tinker's Curse falls suddenly on the authors and not on the victims. Small wonder if Dr. Dalton must think again and study the problem of offering a bribe even to the depressed classes, to induce them, or make it possible for them, to continue saving. With such a balance sheet, such a Treasury, such a Government and such a state of things, 2½ per cent. interest is—like patriotism—"not enough." The cry rises from all over the world that the first fruits of advanced Socialism and state planning are invariable: Bureaucracy instead of Democracy, class injustice shifted not killed, a new tyranny for another, a lowering of moral standards, a loss of pride in work for work's sake, an increased hunger for leisure with no notion of how to use it, with the consequent hideous increase in all forms of gambling and any device by which easy money can be obtained and concealed. We in Britain after two years of Socialism in plenary power cannot, coolly and with restraint, affirm, as we listen to the heart cries and study the sad faces around us, that Socialism has yet begun to achieve the greater happiness of the greater number. It has brought us disunity, bankruptcy, apathy, slavery, want, cynicism and almost despair.

"New Parasites."—Mr. Cooper, Socialist M.P., told a Middlesbrough audience that the Government must drastically reduce the present inflated Civil Service as "the increasing hordes of officials were the cause of profound disappointment to the productive workers. The ever-growing numbers of bureaucrats were becoming new parasites on the backs of the workers." This discovery by the workers is not a first instance of light. The same cry has been raised by mine-workers against the Coal Board, "a new tyrant replacing the mine-owners." As for that larger half of the community, who work as hard or harder than those entitled to the honourable title of "worker," *they* have been saying nothing else for two long years. There is always something sad and frustrating when evidence comes along that voters who have swallowed a bait without counting the cost or examining it for a hook suddenly find themselves *caught*, and realise the price they must pay for their *bonne bouche*. These discoveries come too late, when the damage is done. Still, it is interesting, this growing hatred of control and bureaucratic tyranny among the "workers." The outcry is no personal attack on Civil Servants, who work hard and honestly. There is no specific, no remedy, no reform, within the imagination of Mr. Attlee and his team which does not involve another increase in this bureaucratic horde. Every form of nationalisation requires it. Every economy involves it. And those with eyes to see knew that clearly in 1945—and said so. They clearly saw Labour's banner as the banner of bureaucracy, not of democracy.

"I Told You So."—The trouble about Winston Churchill (for those who find him troublesome) is that he has so often been proved right, soon or late. Mr. Attlee is one of those whom he troubles. Mr. Churchill made some startling prophecies in 1945 about the horrible things which would soon come if Mr. Attlee's planners came to power. Gestapos, and so forth. Many moderate men declared that his exaggerations had done no service to Conservatism. Now they wonder if his picture *was* too black and lurid. A prophet seldom enjoys a halo in his own country. Yet Mr. Churchill had been "right" before, about Nazism and about Communism and about our defenceless state. People dislike very much being proved wrong and cannot endure those "I told you so's." Indeed, a crowned prophet ought to be careful to ration his "I told you so's," and Mr. Churchill at Snaresbrook (well-named) was perhaps rather free with them. The "workers," on the record of by-elections since 1945, still blindly and obstinately adhere to Socialism and there is no clear sign yet that, despite all its failures to perform its election promises, allegiance to that Government is weakening. It is very doubtful if, at any time since the war ended, the Conservatives have genuinely desired office. They knew they would not have survived six months in 1945. To-day the difficulties—fearful then—have quadrupled.



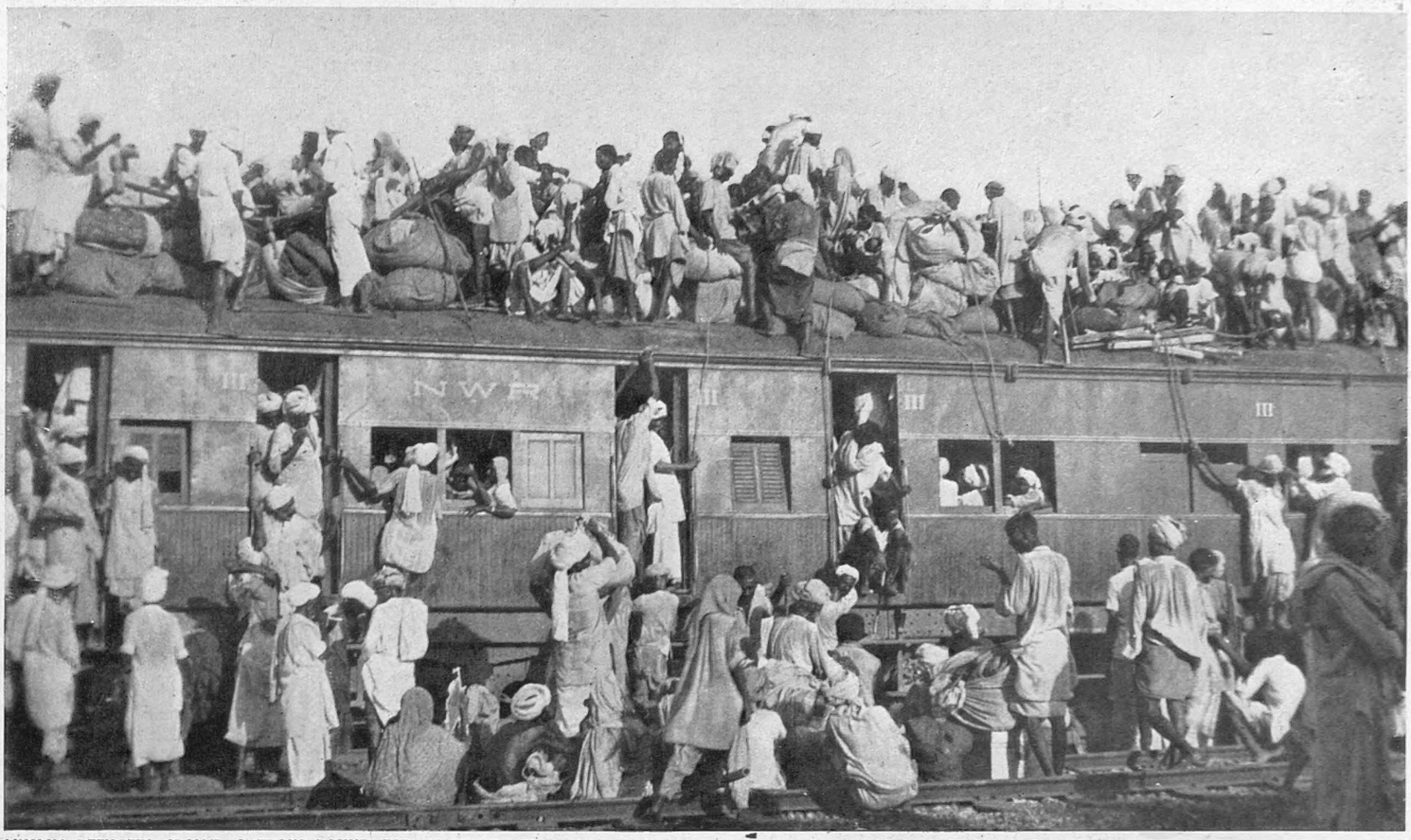
A GRUESOME PICTURE FROM INDIA—AND A TERRIBLE COMMENTARY ON THE HINDU-MUSLIM REIGN OF TERROR ON THE VERY DOORSTEP OF CONGRESS: This sixty-five-year-old Muslim was fleeing from his home on the outskirts of Delhi in company with his wife and three daughters. They were attacked en route by a band of six armed Sikhs. The Sikh jatha killed his wife and children in front of him and, pressing his arms to the ground, cut off both his hands with one stroke of the sword. When this picture was taken the wretched Muslim was at the Juma Mosque first-aid station. He sits painfully holding up the stumps of his two arms

Can one conceive of a Conservative Government surviving six months in power in 1947-48 against the obstruction and fury of an embittered mass of workers, a fierce and powerful Socialist opposition and a catalogue of strikes? And what remains? A coalition: in theory it is a crisis-co-operation "by all the best brains in the Country." But it never works well except under the stimulus and discipline of desperate danger in war. Our danger to-day is as great as in any period of any war, but is *economic* danger. Mr. Churchill has proved so often right, so terribly correct in his forecasts. He has "told us so" on so many occasions, and we would not listen. And to-day (it seems) that the Conservative Party machine is at last geared up and *is* ready to face the music, if it receives the baton, discordant though that music must be. So perhaps Mr. Churchill's fighting speeches are more constructive than we realise, and his "I told you so's" are given out with a purpose more patriotic and insistent than that of a true prophet demanding acknowledgment. He is the only proven leader on the political horizon for decades.

The Cinema Habit.—The grip of the cinema on the British nation is significant. The remark that the movies have "made all the difference to country life" cannot be disputed, but can be taken in two senses. Some say it has made country life endurable, others say it is making it impossible. It all depends whether you speak as an employee or employer, if you happen to live in a remote district. The facts are that of the adult population (town and country) one-third must visit the cinema at least once a week and often more, and of children 65 per cent. must do so, or wilt in boredom and despair, lacking beauty, romance and distraction. (The average price paid for a seat is 1s. 9d.) Only 5 per cent. of the child population of Britain can, and does, keep away from the cinema. That means that, if transport is not satisfactory, 95 per cent. of the available married choices for outdoor or indoor employment in the more remote country areas are ruled out at the start. The employer has about five chances in every hundred of finding a family ready to settle down in his employ. I wonder if anyone realises the number of houses, villages and small settlements which exist even to-day in the Home Counties of Southern England alone, which are classed as isolated or beyond cinema range; that is, one mile from a bus service to a cinema town or more than five miles from such a town. The percentage is remarkably high in Hants and Sussex.

Rambling and Defacing.—The urge which compels trippers to write their names on the walls of historic buildings is, I believe, the same urge which induces nasty-minded boys to scrawl obscenities on the walls of public lavatories and adults to write insulting and often anonymous letters to journalists with whose opinions they differ. It is the urge for self-expression in some form by persons whose qualities are too poor to enable them to make their mark in the world as they aspire to do. Some wish to identify themselves with historic events or things, some to leave a record of their names which Posterity would otherwise forget, some to intervene however obliquely in current problems and discussions. It hurts their pride or vanity that nobody pays any attention to their ideas, their names, their existence. So they chalk up their names, scrawl up their notions of wit or write scurrilously to those who can get their ideas set up in print, and paid for. I was delighted to read the National Trust had succeeded in extracting 5s. and an apology from eight out of twelve "thoughtless persons," who had defaced in such a way a fourteenth-century building at Tintagel. That shows promise of reform, and it is badly needed. If the ramblers or the race of Britain had a lower percentage of nit-wits, the new Rambler's charter which is called for would be all to the good and would require few safeguards. But, alas! still the percentage of wanton damagers, defacers and mischief-makers is terribly high; and the landowner, the farmer, the gardener, and the National Trust are at the mercy of that dingy minority which "kill the things they love" and in crass ignorance or brutishness or selfishness despoil our national heritage.

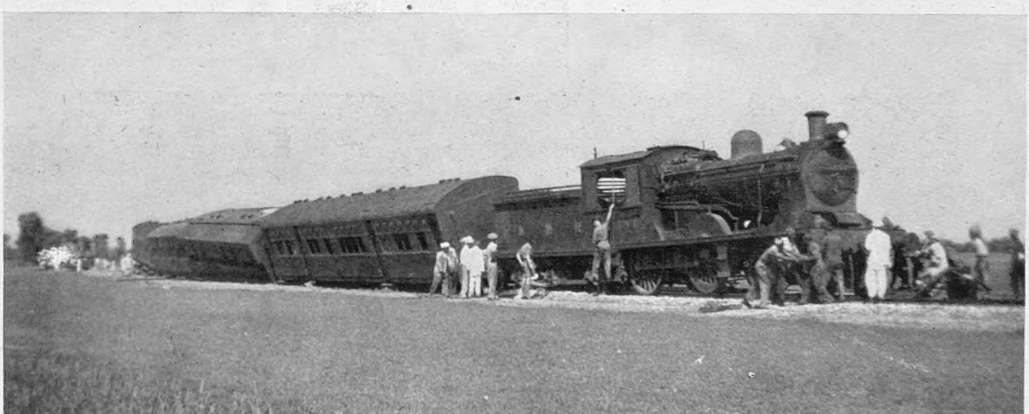
THE OLD STAGER



MUSLIM REFUGEES CROWD A TRAIN BOUND FOR PAKISTAN: They throng the compartments, the corridors and the roofs, using every possible space in their eagerness to get away from the scene of their persecution. This train was about to leave the New Delhi area, and it typifies the situation on the North Indian Railways to-day. Sikhs, Hindus and Muslims have all been guilty of train-wrecking tactics, and when they have derailed these heavily-laden transports they have set about massacring the passengers

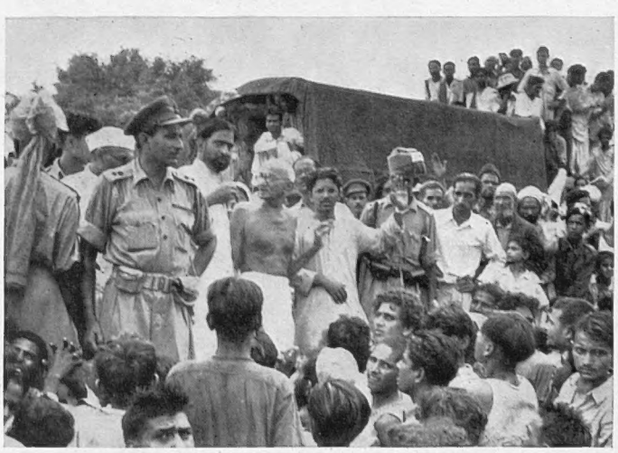
WRECKING INDIA'S REFUGEE TRAINS

A Grim Aspect of the Hindu-Muslim Struggle

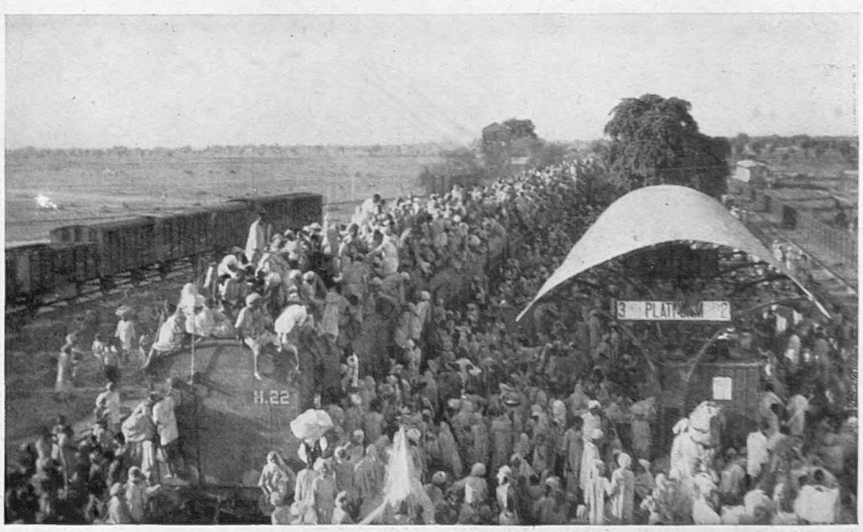


A TYPICAL EXAMPLE OF TRAIN-WRECKING IN THE NORTH: After the derailment of this train 200 of the occupants were slain by the Sikhs who, lying in ambush at the point selected for derailment, leapt out and destroyed their almost defenceless victims. Every train that travels between Pakistan and India has to run the gauntlet of these attacks. On September 25 the West Punjab Government announced that several thousand Muslims attacked a refugee train at Kamoke, about 25 miles west of Lahore, killing 340 Sikhs and Hindus and wounding 250. Troops escorting the train killed seventy-eight of the attackers, but the Muslims persisted in their attack. On September 22, at Amritsar, there was a no less terrible massacre of Muslims

With 2,000,000 Muslims and Hindus on the move in India—no one can compute the exact figure—the railroad system between the two Dominions has been thronged as never before. On both sides of the frontier cut-throats have taken advantage of the situation, and the attacks on trains by Sikhs, Hindus and Muslims have reached positively alarming proportions. Troops are too thin on the ground in Northern India to provide adequate train guards, and the result is that, even with machine-guns, they cannot overcome the hordes who descend upon the derailed carriages and massacre their victims. In one instance last week seventy-eight Muslim attackers were killed, but the rest came on relentlessly and slaughtered 340 Sikhs and Hindus. Pakistan has appealed to the Governments of the British Commonwealth to help in stopping these massacres, and there is no doubt that this fratricidal strife has got beyond the control of the Governments concerned, as one piece of dire vengeance begets another



MR. GANDHI AS THE AUTHOR OF A MUCH-PUBLICISED STATEMENT: The apostle of non-violence seen on the occasion of a visit to one of the Delhi camps, where he went unprotected among the Muslim refugees who had suffered at the hands of the Delhi Hindus. Last week-end the Mahatma was reported to have indicated the possible inevitability of war between India and Pakistan, but he later asserted that he could never advocate war. He was merely pointing out the possibilities



A CROWDED STATION IN THE NEW DELHI AREA: A train, packed with Muslims fleeing from Hindu vengeance, about to leave for Pakistan. Enormous numbers of casualties have occurred through stones being hurled at the roofs by hostile Hindus in ambush at various points along the line. The refugees are so crowded that it is impossible to avoid being hit

AN HISTORIC PARADE IN THE FIGURE COURT OF CHELSEA HOSPITAL : General Sir Clive Liddell, Governor of the Royal Hospital, taking the salute as a standard and a guidon captured from the Americans in 1814 were marched past by a colour party of the 2nd Battalion the King's Shropshire Light Infantry. This formed part of the impressive ceremony held at the Royal Hospital last week-end, when colours and battle trophies were restored to the keeping of ten British regiments which have historical claims to them. Many of the trophies had been captured by English regiments in the Napoleonic Wars. Each colour was brought forward in turn by a pensioner, handed to the Governor of the Royal Hospital, and then handed to the Colonel of the regiment concerned

TEN REGIMENTS RECEIVE BATTLE TROPHIES AT CHELSEA HOSPITAL

The Pensioners Take Part in an Historic Ceremony

THE STAFF OF THE EAGLE OF THE FRENCH 8TH REGIMENT CAPTURED AT THE BATTLE OF BARROSA IN 1811 : The staff is being handed by a pensioner to General Sir Clive Liddell, Governor of the Royal Hospital. A few seconds later the Governor handed it into the keeping of Major-General Templer, of the Royal Irish Fusiliers

RECALLING A BRITISH VICTORY ON AMERICAN SOIL : Major-General Grover, Colonel of the King's Shropshire Light Infantry, receiving from the Governor of Chelsea Hospital the guidon of the American 1st Hartford Dragoons and the colour of the American 68th Regiment. They were both captured at Bladensburg, Maryland, in 1814

WHEN BRITAIN, DESPITE HER SPANISH ALLIES, TRIUMPHED OVER THE FRENCH : The staff of the Eagle of the French 8th Regiment captured at Barrosa is handed by the Governor of Chelsea Hospital to Major-General Templer, Colonel of the Royal Irish Fusiliers. Under Sir Thomas Graham the British defeated Marshal Victor at Barrosa, but, having been let down by the Spaniards under Pena, they were too exhausted to pursue the beaten Marshal. The 87th Regiment, now the Royal Irish Fusiliers, had a big hand in this British success in 1811

THE CHELSEA PENSIONERS PARADE WITH THEIR COLOURS AND BATTLE TROPHIES : The veterans lined up before handing the standards and guidons to the Governor of the Royal Hospital, who, in turn, placed them in the keeping of the representatives of the ten regiments concerned

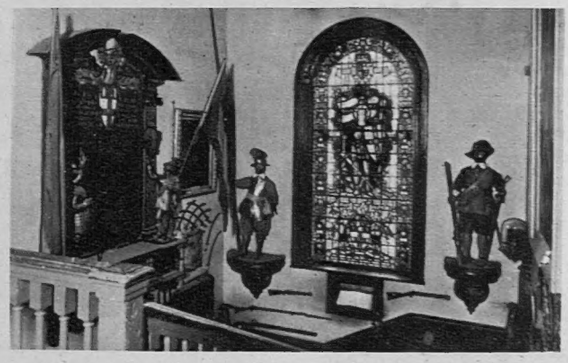
The ceremony at the Royal Hospital, Chelsea, last week-end, against the picturesque background of Wren's gracious buildings, recalled some of the fierce battles of the opening years of the nineteenth century, when Britain was engaged both in the Napoleonic Wars and in that extraordinary irrelevancy, the war of 1812 against America. Representatives of both the Lancashire and Essex Regiments received into their keeping eagles captured from the French at Salamanca. Salamanca was probably the most spectacular of all Wellington's victories, for it was then that he caught Marshal Marmont at a vulnerable moment when deploying across the plain, and cut his whole army in two. Another, but lesser, victory of the Peninsular War was Barrosa, and the trophies of that engagement are now rightly in the keeping of the Royal Irish Fusiliers. Altogether ten regiments received these trophies, and each on being presented was marched off by a colour party to the tune of the regimental march played by the Scots Guards

ARMOURY HOUSE, FINSBURY, FROM THE ARTILLERY GROUND : This is the headquarters of the Honourable Artillery Company, the oldest of all British regiments, which is launching next Monday a big recruiting campaign. Field-Marshal Lord Alanbrooke will open recruiting week at a ceremony at the Mansion House, and there will be a display of military equipment. The central block of Armoury House was constructed in 1735, and the tower was added in 1802. The building was designed by Stibbs, whose architecture was preferred to that of Dance, who designed the Mansion House. The lease of the present ground was granted to the Company in 1641 when the Regiment's activities were moved from the Old Artillery Garden situated in Bishopsgate

THE OLDEST BRITISH REGIMENT LAUNCHES A RECRUITING CAMPAIGN

A Visit to Armoury House, Headquarters of the H.A.C., a Unit with a Proud Record

THE COURT ROOM IN WHICH MEETINGS OF THE COURT OF ASSISTANTS AND ITS COMMITTEES ARE HELD : Especially noteworthy is the fine mantelpiece, which is part of the original building of 1735. In the glass-fronted cabinet to the right of the mantelpiece is a magnificent suit of tilting armour made by Jacobe of Greenwich



ADORNING THE MAIN STAIRCASE OF ARMOURY HOUSE : Here can be seen the figures of a pikeman and a musketeer dressed and accoutred as in 1640, about the time when the H.A.C. made their move to Finsbury. In the centre is the memorial window to those who lost their lives in the First World War. Beneath this is the Roll of Honour Book, a page of which is turned on each drill night by a member of the regiment. On the left is the Boer War Memorial, designed by Walter Crane

The official connection between the City of London and the Honourable Artillery Company dates from a Royal Charter of King Henry VIII, which, *inter alia*, authorised the members of the "Fraternity or Guild of Artillery of Longbows, Crossbows and Handguns" to practise the science and feat of shooting, for the better defence of the realm, "As well in our Citie of London the suburbes of the same as in all other places." It is fitting, therefore, that the present recruiting drive of the Regiment should enjoy civic patronage.

The Charter was granted in 1537, and, though the early records of the Guild which eventually became the Artillery Company are very scanty, it is clear from contemporary writers that those who constituted its membership were at an early date entrusted with the duties of officering the London citizen soldiers, who became known in the reign of Elizabeth as the Trained Bands. The Company appears from the first to have been under the direct control of the Lord Mayor and the Court of Aldermen. The Court of Aldermen not only appointed the leaders of the Company but supplied considerable financial aid for training purposes. The Court of Assistants of the Honourable Artillery Company was formed by order of the Court of Aldermen in 1633. The Company now became a definite training school for officers of the Trained Bands of London, of which the strength was increased from four to six regiments in 1642. Each regiment was commanded by an Alderman and the officers were without exception members of the Artillery Company. Owing to disputes regarding the joint use of the Old Artillery Ground by the Company and the Gunners of the Tower, the Company petitioned the Corporation in 1638 for a new ground, and three years later the Corporation granted a perpetually renewable lease of the Company's present ground, then known as "the third great field next the six windmills."

The Company is one of the few regiments which claim the privilege of marching through the City with bayonets fixed, drums beating and colours flying, on due notice being given to the Lord Mayor. The right to the privilege was claimed on the ground of ancient usage from time immemorial and was officially confirmed by the Lord Mayor in 1924.

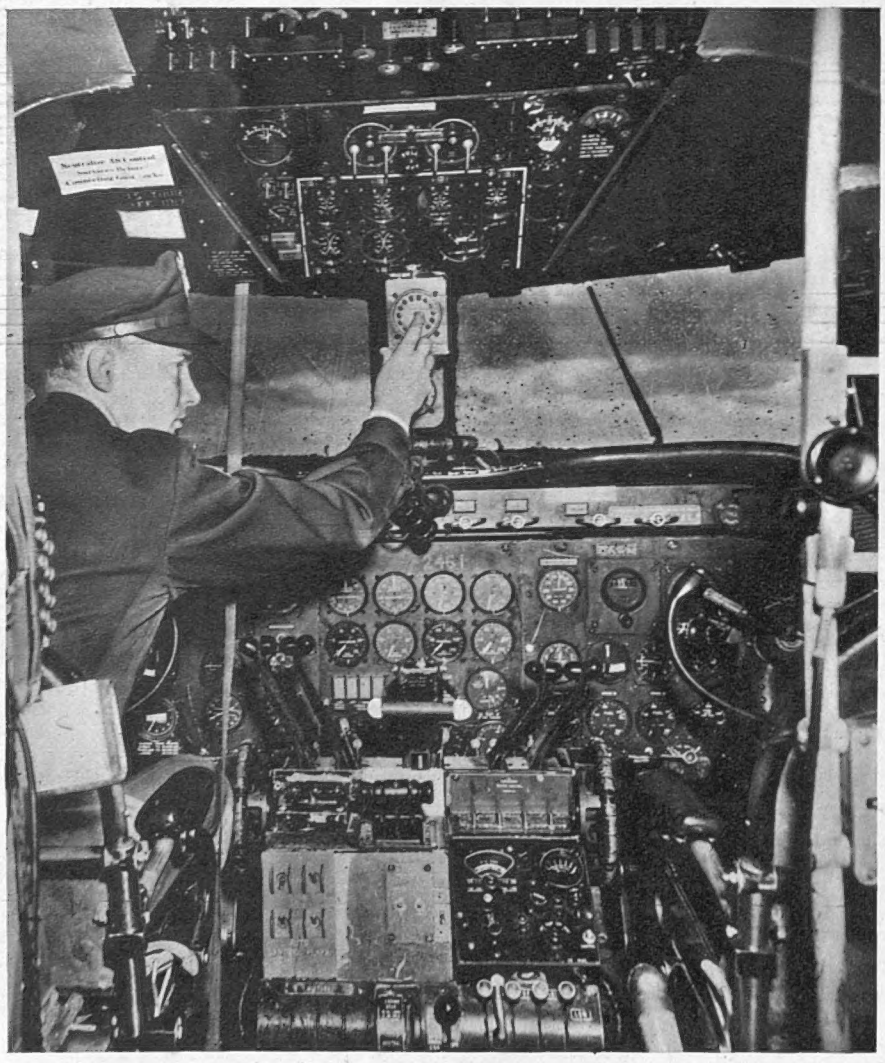
THE ELEGANT LONG ROOM : The tattered colours above the doors are all regimental and date back to the year 1760. Displayed along the walls are pikemen's armour and 14-ft. pikes of the Civil War period. The portrait of King George V, during his reign Captain-General of the Company, is by St. Helier Lander

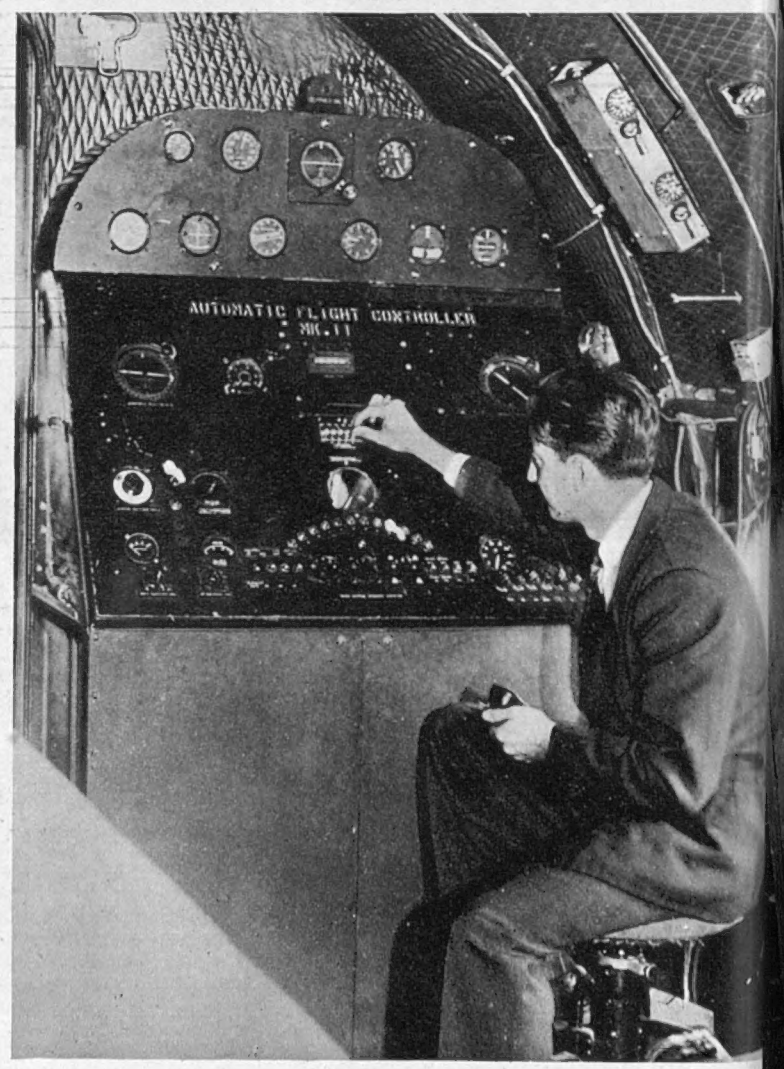
THE OPENING OF A NEW ERA IN TRANSATLANTIC FLIGHT

The First Try-out of the Pilotless Plane

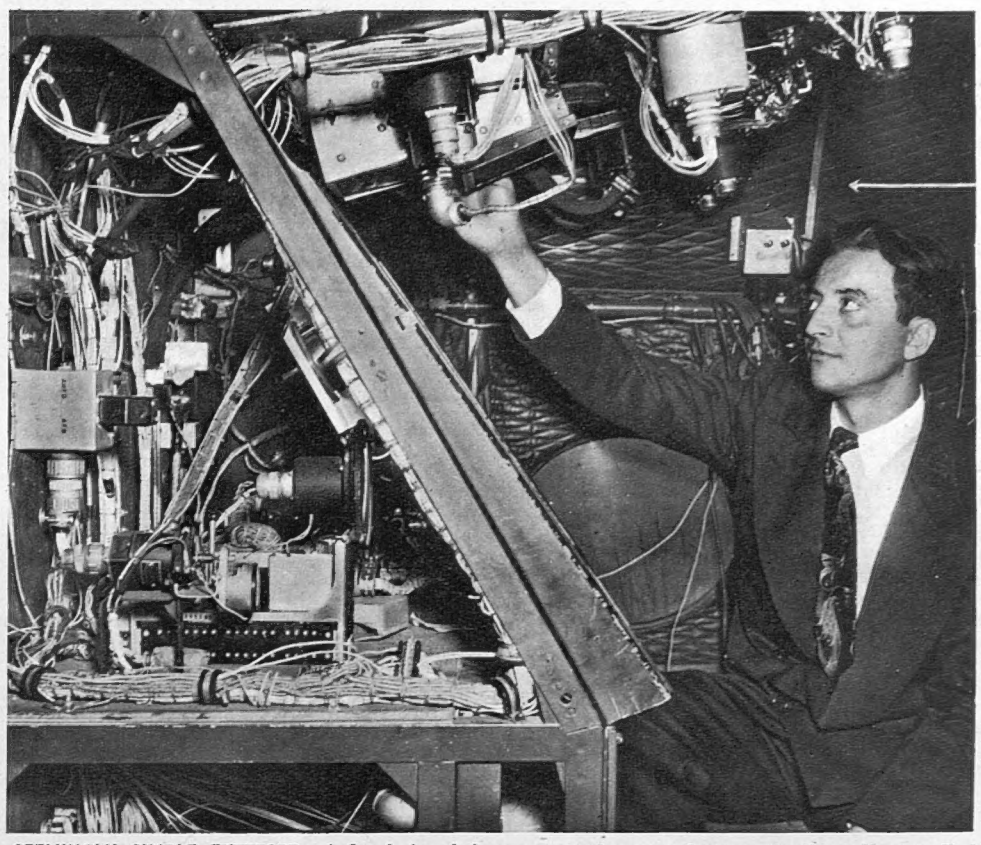
At 10 p.m. on Sunday, September 21, the U.S. Air Force Skymaster *Robert E. Lee* stood on the runway at Stephenville, Newfoundland. In the cockpit Captain Thomas J. Wells, of Alabama, pressed the start button of "the brain," the Skymaster's Automatic Flight Controller Mark II, and then ensued a series of events which have now made flying history. As the button was pressed "the brain" went to work. The Skymaster revved up to take-off speed, the brakes were released, the machine took off, and at 1,000 ft. the wheels were retracted. When the altimeter registered the predetermined height the automatic pilot steaded on a course, also set before the aircraft was started. From then on, the plane homed on a series of radio beams. On reaching Brize Norton the plane circled and reduced height to 2,000 ft., levelled off, and, following a locator beam, touched down on the runway. Thus was achieved the first pilotless crossing of the Atlantic, and of the fourteen men who made the flight, all could have slept soundly throughout the journey. At the time of writing the R.A.F. are being reticent about "the brain," but naturally this advance method of automatic control opens up endless possibilities, including the automatic operation of cargo planes

THE "ROBERT E. LEE" MAKES LANDFALL AT BRIZE NORTON, AFTER BEING OPERATED THROUGHOUT ITS FLIGHT BY "THE BRAIN": The United States Air Force Skymaster seen after reaching its destination in Oxfordshire, following a 10¼-hour crossing of the Atlantic from Stephenville, Newfoundland. During the flight not one of the fourteen men aboard the "Robert E. Lee" touched the controls. Before taking off, "the brain," outwardly consisting of an instrument panel 4 ft. by 2 ft., was set for a completely automatic course for a certain length of time. It flew to a home station frequency in England, and it followed that frequency to a localiser frequency at Brize Norton, after which it set down its landing-gear automatically. Standing in front of the machine, left to right, are: Sergeant Walker McKee, the crew chief; Mr. James L. Anast, Chief of the Automatic Flight Branch of the All-Weather Flying Division, who developed the automatic control; Captain Wells, the test pilot of the *Robert E. Lee*; Sergeant Centolella, the radio operator; and Sergeant Nimon, an engineer

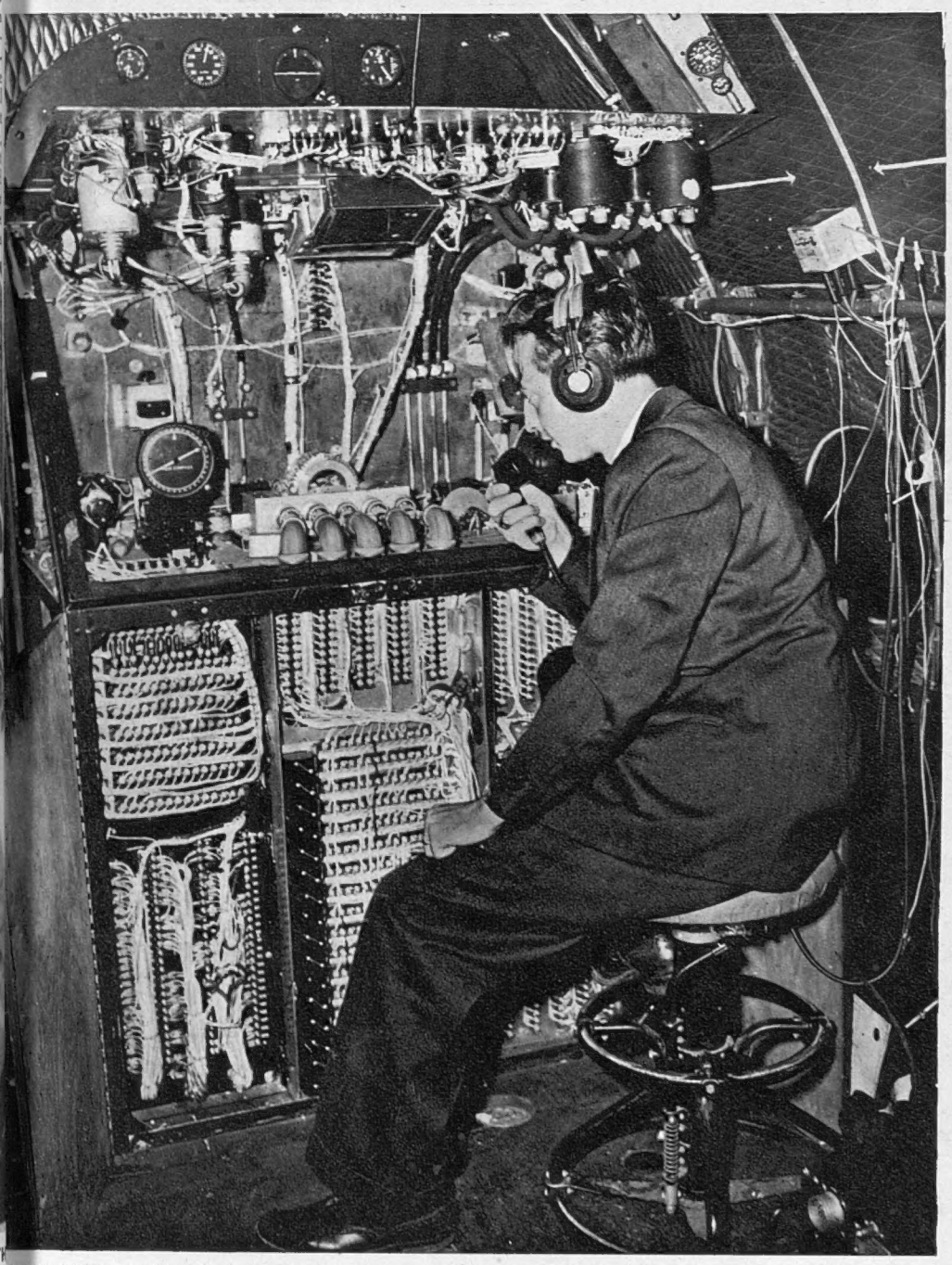




"THE BRAIN" GOES INTO ACTION—THE "ROBERT E. LEE'S" PUSH-BUTTON AUTOMATIC SYSTEM WHICH BROUGHT THE MACHINE ACROSS THE ATLANTIC WITHOUT THE ASSISTANCE OF A PILOT: *Left*—**Captain T. J. Wells, who conducted all the preliminary test flights with the "Robert E. Lee," presses the button in the pilot cockpit to inform radio control at the rear that all is ready for "the brain" to be put into operation.** *Right*—**Mr. James Anast, Chief of the Automatic Flight Branch of America's All-Weather Flying Division, seated before Automatic Flight Controller Mark II. Into this instrument he pre-set the data for the flight, and the "Robert E. Lee" then proceeded upon its automatic course. Two predetermined changes of direction were also made during the Atlantic crossing. The controls were not touched from the time the Skymaster left Newfoundland until the moment came to taxi towards the hangar at Brize Norton**



THE CONTROL PANEL OF "THE BRAIN" AND WHAT LIES BEHIND ITS SEEMINGLY SIMPLE EXTERIOR: *Left*—A hand is seen at the press-button to the self-controlled pre-set mechanism, and (*right*) the maze of connections behind the panel. Seated at the panel is Mr. Anast, who has played such a vital part in the development of pilotless flight in the United States. During the Atlantic flight of the "Robert E. Lee" a representative of the Sperry Gyroscope Company was travelling among the crew, and this would at once suggest that the basic mechanism of the automatic pilot is the newly-developed gyrosyn, which combines the functions of the magnetic compass and the directional gyro, and is free from the shortcomings to which older types of automatic pilots are subject



MORE INTRICACIES OF "THE BRAIN"—MR. ANAST USING THE INTERCOM. TELEPHONE: He is seated behind the control panel and carrying out his efficiency checks in conjunction with a fellow-technician, who reads back to him from the instrument panel in the pilot's cockpit. This picture reveals the extraordinarily complicated nature of the wiring system of "the brain"

CHECKING PETROL CONSUMPTION AFTER THE FLIGHT: Sergeant Walker McKee examining the petrol gauge. Before the take-off the "Robert E. Lee" took on 3,700 gallons

HE KEPT IN TOUCH WITH THE OUTSIDE WORLD: Sergeant Centolella, who acted as chief wireless operator during the flight. Throughout the 10¼-hour journey from Newfoundland to Oxfordshire he had nothing unusual to report

MAN AND SOVIET MAN

A New Jingoism Has Manifested Itself Among the Peoples of the Union of Soviet Socialist Republics

By FERDINAND TUOHY

WITH a celerity hard to believe in view of that briefest of reigns which the world allowed the Nazi superman who, in his creator's mind, was to have endured at least a thousand years, we may now witness the Russian Communist Party driving home a drumfire of propaganda in best "We are the Master Race" manner.

A spate of articles and commentaries in print and on the air, a nation-wide lecture campaign, sing blatantly of the supremacy of Soviet man and Soviet woman. The thing is being done through the medium of an orgy of self-praise and bluntest denunciation of, and contempt for, foreign influences of every kind. All others are inferior to the "new human being" now being raised in the Soviet Union. With G.B.S.'s permission, it is definitely a case from now on of Man—and Soviet Man.

The two national writers, Fadeyev and Shepilov, have been chosen to orchestrate the propaganda, and this is the kind of thing they shout. "The new human being of our age" (proclaims the former) "has caused the appearance in literature of a new type of hero enjoying opportunities for unlimited moral progress—the merging of reality and the ideal in the living image of man." Says Shepilov: "The Soviet people are bearers of the most advanced ideology and civilisation which lift Soviet man high above men of the bourgeois world."

Among the professors on the job, one Kovalev should be more widely known as the new superman jingoism bears its inevitable fruit. Kovalev says nothing less than that "Soviet man has started the true history of the human race." This professor's job is to boost Russian patriotism above all other patriotisms, and to do so he reaches right back into history in order to demonstrate that Russia was always tops except when she "cringed" to foreigners. Peter the Great was the first important cringer when he introduced various Western fashions. Later, the landed gentry gave preference to the French language, and Czarist officers cultivated an admiration of Prussianism.

Russia had liberated Europe four times over and all Soviet citizens should take immense pride in themselves, thereby adding to their strength. Russia protected Europe from the Tartars, she stopped the German aggression of Frederick II, she rid Europe of the tyrannies of Napoleon, and she won the late war single-handedly.

A slight affair at Waterloo is not mentioned, El Alamein brushed aside. It was the Soviet Army that crushed the German war machine "in a single-handed combat" and "ejected the German invaders from the sacred Soviet soil, liberated from the Fascist yoke the oppressed nations of Europe, broke the backbone of the Hitler beast, and after the capture of Berlin victoriously terminated the war."

Adds dear old *Pravda*: "It was the Soviet Army that rid the world of the chief and most dangerous aggressor, Nazi Germany, and accelerated the defeat of the second aggressor, imperialist Japan, thus creating the essential prerequisites for a lasting peace between the nations." Not a word of Stalin being rushed into a six-day "war" with Japan on his realising that the Americans had really got something in the atom bomb.

In an official "life" of Stalin, George Alexandrov rewrites Second Front history. He tells the new supermen that by 1944 the Soviet Union was in a position, without the assistance of its Allies and relying on its own forces, to occupy the whole of Germany and to bring about the liberation of France. This caused Churchill, who had all along held off so that Germans and Russians alike should wear themselves out in interlocked carnage, this caused Churchill to hasten the opening of a second front.

In the sequel, "all the freedom-loving peoples have become our friends." They recognise the superiority of the Soviet socialist system and appreciate Russia's greatest service in history, the establishment of the power of the workers in one-sixth of the world.

Another angle is to slash out at foreigners who, down through the centuries, have consistently stolen Russian brains and invention and made claims to which they were in no way entitled. But for one's appreciation of the method behind such stuff, this side of the superman propaganda would show all the signs of developing persecution mania. However, it is not that; rather a studied plan to swell the ordinary Russian into bullfrog self-importance.

It seems that the world, misled by erroneous textbooks, has been labouring under illusions as to the real inventors of such world-changing creations as the electric bulb, radio, the telegraph and the steam-engine. *Bolshevik*, the Communist Party organ, launched the belated rectification by citing the work of eighteenth-century Russian scientists Mikail and Lomonosov, whose discoveries in the field of chemistry were, it seems, falsely attributed to the Frenchman Lavoisier.

A warning was sounded against attempts by modern imperialists to continue the old bourgeois tradition of stealing from Russian scientists, and then another professor, Zvorykin by name, pitched into the centre of the business. He held up four Russian textbooks and denounced their authors for misleading Soviet youth. Not Edison, but the Russian Yablochkov invented the electric bulb, in 1873. Not Samuel Morse, but some Russian I cannot trace at the moment invented the telegraph. Not Marconi, but the Russian Popov invented radio.

I had always thought the Bonn Professor Hertz invented the Hertzian waves in 1887—eight years before the student Marconi started playing about with gadgets at Bologna. However, it is not wise to contradict Soviet professors when they are on the warpath. And is Zvorykin! He gets quite worked up, roping back the credit for dead Russian scientists. He refers to "foreign beasts of prey" who entered Russia, stole its scientific inventions, and then distorted its history.

The foreign beasts of prey are warned off a succession of fields in which supremacy is claimed for the Soviet, and any Soviet citizen who dares to think differently is in for a bad time. An engineer named Benin has been publicly branded for attributing to Americans techniques in the sugar industry allegedly developed by Russians. In the arts, supremacy is claimed for Russia all along the line.

In literature, Europe and the United States have produced nothing comparable with Soviet writing since the war ended. That this Soviet writing is little more than crude and Philistine propaganda doesn't seem to matter. Its own sponsors say it is devoted to working up the theme of Russian patriotism to demonstrate the superiority of the Soviet people over others.

Pravda invites a "profound contempt for the bowing and scraping before the bourgeois culture of the West," and goes on to damn a succession of writers from Sartre and Celine to Hemingway, Proust and Remarque. To be noted, the reason why Remarque is placed on the Soviet "Index": any writing such as his, directed to showing up the foulness and futility of war, must be kept away from the Soviet supermen of to-morrow lest they should lend an ear and be weakened in their response to the war-cry if and when this is raised.

In the realm of painting, even Picasso's "Guernica" is condemned for its decaying formalism, while Matisse is called "putrefying." "The art of Socialist Realism" is held up instead. In the music world, leadership is claimed for Soviet composers Shostakovich, Prokofieff and Kachaturian. But the supermen are never told to what a degree some of the foreign beasts have fallen for Russian art in recent years—the rage for Tchaikovsky, the mass reading of *War and Peace*, the radio-playing of Pushkin and Chekhov. It would never do for Soviet men and women to know how genuine is foreign regard for a great deal of Soviet art.

When it is stated that the Soviet theatre "knows no equal," there will be those in the West to agree, as they would likewise applaud the claim to Russian supremacy in the ballet, if not in films, good as some have been. But, in the present wave of jingoism, the Soviet leads in everything. Even in weight-lifting.

And is not the fleetest female one Sechenova? If the way the supermen are going about athletics be any criterion, we shall be fortunate to escape without war breaking out at Wembley next year. Medals have already been struck for athletes preparing on special rations, "medals which will be worn like honours granted in recognition of bravery displayed in performance of duty." The Russians give every sign of making in the Olympic Games a terrific bid to prove their superiority. The result will be an intense clash with the equally well-nourished Americans.

To come now to the reasons behind all the flag-waving. First of all, it justifies the policy of withdrawing from the international arena. More and more this seems to be the intention, and the way to convince the Russian people of its necessity is to paint foreigners as decaying sub-Soviet types. Secondly, the Master Race stuff strengthens a sometimes faltering ideological consciousness. Thirdly, there is the need to brace up enthusiasm before a long-overdue Communist Party Congress. Fourthly, the propaganda combats the influence of returning Red Army soldiers who are far from convinced, many of them, that the Soviet way and life are best.

So the thing to do is to chant in unison the following "March of Youth" which bears a vague resemblance to the Nazi "To-morrow the Whole World" song. The chorus of the new Soviet Superman Song goes as follows: "There is no country stronger than ours on earth. There is no spring brighter than ours. No skies brighter than ours in the world. No happiness fuller than ours in the world. No youth more beautiful than ours."

Youth, incidentally, is being enjoined to live more purely.

The really bad and dangerous side of what might otherwise be an amusing exhibition of jingo bumptiousness by an adolescent people wanting to be taken more notice of, concerns the deliberate falsification of foreign life which is indulged in in order to set off Russian superiority.

It is lying that has lost the Soviet people much of the sincere regard which the decaying beasts of outside held for it only yesterday.

SOVIET RUSSIA SPREADS HER PROPAGANDA IN OCCUPIED GERMANY: Colonel Tulpanow, Chief of the Information Section of the Russian Military Government in Berlin, addressing members of the Christian Democratic Union at the House of Soviet Culture in Berlin. Colonel Tulpanow emphasised in his speech that the Russians, having been victorious in the Second World War, decided on having the German border-line running along the Oder and they would not agree to any changes

IN HUNGARY THE COMMUNISTS AGAIN TOPPED THE POLL: A sick voter being carried on a stretcher to the voting station. This picture typifies Communist methods in the recent Hungarian elections. The elections were marred by plural voting and unjust disfranchisements, but not enough, it is said, to have materially altered the results. The Communists, acting astutely, soft-pedalled to a marked degree in their attitude to the Roman Catholic Church

WHERE THE FIRTH OF LORNE FEELS THE ATLANTIC SWELL: These buildings comprise the Barrmor Tool Works, the only tool works in the Scottish Highlands and one that is doing quite a big business in overseas markets. It is situated on the remote island of Seil, in the hamlet of Easdale. The inlet in the distance leads towards the Atlantic

A TOOL FACTORY IN THE WESTERN HIGHLANDS

Making Goods for Export on the Remote Island of Seil

From the lonely, isolated hamlet of Easdale, on the Atlantic coast of Argyll, the latest models of lathes and vices are going out to all parts of the world from the only tool works in the Scottish Highlands. Every week they are transported by the score in crates addressed to New Zealand, North and South America, Egypt, Spain, and many other countries. They are moved by lorry through the island of Seil and then cross to the mainland by the unique road-bridge which spans the Atlantic. From Oban they are sent south by rail. This little factory, known as the Barrmor Tool Works, is not only succeeding in stopping the drift from this corner of the Highlands; it has also resulted in the return of a number of men from the cities to their native cottages. During the war Mr. John M. Rollo, of Lennoxtown, opened the first little workshop in the Kilbride Smiddy, a mile from Easdale. With the end of the war Mr. Rollo decided to branch out with his own designs of a vice and a special model-maker's lathe. Now a staff including foreman Donald Dewar, his cousin, also Donald Dewar, and two young women run the plant. There are a couple of fitter apprentices, including sixteen-year-old Lawrence Gillespie, from New York.

IN THE FINISHING SHOP: Annie Craig and another worker in the Barrmor Works. Annie (nearest camera) is putting the finishing touches to a vice

LAWRENCE GILLESPIE, DUGALD McGILLIVRAY AND DAVID GALBRAITH: Two of the craftsmen and the sixteen-year-old apprentice. Lawrence comes from New York and has only lately settled in the home of his forefathers

DESTINED FOR THE SOUTH AMERICAN SERVICE: The Tudor IV (a variant of the Tudor I, which has become the centre of a bitter controversy) seen on the stocks at the Woodford, Cheshire, works of A. V. Roe. The Tudor IV has a rather longer fuselage than the Mark I. It is expected that it will commence operations with British South American Airways before the end of the year

THE TUDOR I UNDER
OCCASIONED BY B.O.A.C. constant changes in design machine, planned to sleep now standing at the firm's

CONTROVERSY over the TUDOR I's

And Other Pictures of Aircraft Developments

When the B.B.C. made a statement recently to the effect that the Tudor I, Britain's prestige Atlantic liner, was not acceptable in its present form to the British Overseas Airways Corporation, Mr. Whitney Straight, managing director of B.O.A.C., hastened to declare that no decision had yet been made with regard to the future of the Tudor I. Sir Roy Dobson, managing director of A. V. Roe, was more outspoken, however, and at a Press conference in Manchester he declared: "The conviction that a string of alterations ordered by B.O.A.C. were never intended to end has grown to such an extent that our own people ask if the delays are being caused deliberately so as to postpone eventual operation, with the result that when the aircraft did go into service they would be out of date by comparison with other aircraft on the same routes. In this manner a powerful argument would be provided to justify the purchase of foreign aircraft." This was a bold statement, and Sir Roy, continuing to make himself quite plain, went on to tell his audience that the country had lost £3,000,000 in export trade because of B.O.A.C. delays over the Tudor I. The welfare of 10,000 workers and £10,000,000 of taxpayers' money were at stake. Sir Roy then suggested that if B.O.A.C. did not want the Tudor I they should say so. A board of three has been appointed to report on the plane

THE INTERIOR OF A TUDOR I: B.O.A.C. are said to have ordered the makers to carry out no fewer than 250 modifications to this Transatlantic type, and it has lately been suggested that B.O.A.C. no longer consider it to be a commercial proposition. A number of the criticisms, it is understood, have related to the interior accommodation

AMERICA'S LEADING HELICOPTER: The Bell Aircraft's model 47B helicopter, the first helicopter ever licensed to carry passengers for hire, seen as it was demonstrated before aviation representatives and other aeronautical experts at the London Air Park, Hanworth. The new helicopter can cruise at 100 miles or 1 mile an hour at 10,000 ft. or 1 ft., and flies backwards, forwards or sideways. It can hover in the air and can also climb or descend as straight as an elevator. The 47B is a coupé-type featuring the Bell patented two-blade rotor, and is powered by an air-cooled Franklin engine. Steady flight at all speeds is assured by the stabilising bar. The aircraft has two-way radio

A PIONEER AMONG ROTATING-WING AIRCRAFT: The Bell 47B helicopter giving an example of its hovering prowess during a demonstration at Hanworth. A particularly unusual feature is the four-wheeled undercarriage. The machine has only two blades and these are rigidly attached to the hub. The engine is a 160-h.p. Franklin. Britain is also rapidly developing the rotating-wing type of aircraft, notably the Fairey Gyrodyne, the Cierva W.12, and the Bristol 17

CONSTRUCTION—THE NEW PASSENGER PLANES IN THE ASSEMBLY SHEDS AT A. V. ROE'S AERODROME AT WOODFORD, CHESHIRE, WHERE THE LONG DELAYS DEMANDS FOR MODIFICATIONS ARE SAID TO HAVE DISRUPTED GENERAL OUTPUT: Sir Roy Dobson, managing director of A. V. Roe, declared in a recent interview that for the Tudor I had "clogged up the firm's works," made them lose money and imperilled their overseas trade. The Tudor I was originally projected as a prestige twelve passengers in comfort on Transatlantic flights, with a range of 3,800 miles. Three years ago sixteen were ordered. These machines, almost completed, are Woodford airfield, holding up other production because, says Sir Roy, B.O.A.C. will not make up their minds. "Our designers cannot get on to anything else"

ONE HALF OF A SIX-ENGINED JET: These are the three starboard nacelles of the Glenn Martin XB-48, which ran its first trials this summer. The XB-48 is the first of a series of six-engined jet bombers planned for service with the American Air Force. The total thrust of the six jets, according to an American computation, is greater than two giant railroad engines pulling 250 freight cars. Even so, the Glenn Martin XB-48 is exceeded in speed by the North American XB-45, a four-jet craft with two engines in each nacelle. The XB-48 carries ten tons of bombs

TO HOUSE THE BRISTOL BRABAZON: This vast assembly hangar is being built at Filton, near Bristol, for the largest British air-liner yet projected. The hangar has a floor-space of nearly eight acres, and has been built expressly for this task. The Brabazon will at first be used for experimental flights to prepare the way for two other giants. She will be gas-turbine operated

THE FLYING JEEP TRAVELS IN THE BOMB-BAY: A close-up of a Halifax bomber after it had been loaded up with one of the Army's liaison vehicles. The jeep was one of several dropped over "enemy" airfields during Operation "Longstop," last week's big combined manœuvre organised by the Army and the Royal Air Force. Seven hundred men, guns and jeeps were all dropped at Netheravon, Wilts, within a few minutes of each other, the idea being to improve on the Arnhem type of operation in which no heavy equipment accompanied the men into the area of attack. The dropping of medium artillery and jeeps is a comparatively simple matter with the use of multiple parachutes. It has also been tried out successfully in the United States

THE EMBLEMS OF THE NEW FREE TERRITORY OF TRIESTE: With these banners Italians marched through the city on the day that the Italian Peace Treaty came into force. It was no orderly procession, as witness some of the pictures reproduced below, and there were frequent clashes with the pro-Yugoslav element. Tension in Trieste was at its height when General Lekitch, commander of the Fourth Yugoslav Army, threatened to march into Trieste and take up positions there

SURVEY ON A TROUBLED WORLD

The Trieste Hand-Over: De Gaulle and His Rally: Italy and Inflation: A New York Demonstration

TROUBLE IN GORIZIA ON PEACE TREATY DAY: Italian troops with truncheons, who had taken over from U.S. troops of the 88th Division, attempting to keep order among the Italian mob. During a spate of rioting between Italians and Yugoslavs two people were killed and seventy-four were injured. Gorizia lies just to the north of the free city of Trieste

"HAIL TITO" AND "LONG LIVE YUGOSLAVIA": With these words on their lips the Tito supporters charged through the streets of Trieste on Treaty Day. This picture was taken in the Via Mazzini, and shows an Italian in process of being beaten up. One Yugoslav is delivering a vicious kick, and another is ready with clenched fist to hit him as he rises. Two Yugoslav women are also joining in the fray

WHEN THE POLICE APPEARED ON THE SCENE: The Yugoslavians take to their heels, leaving a seriously injured Italian on the ground. He was taken to hospital in a critical condition

GENERAL DE GAULLE MAKES A PUBLIC APPEARANCE IN LYONS: The leader of the Rally of the French People walking to the Place Bellecour when paying homage to Lyonnais who gave their lives during the war. During a subsequent speech the General delivered a sarcastic diatribe against the Constitution and the party system, and was particularly biting in his references to the Communist Party. He concluded by appealing for votes for candidates sponsored by the Rally of the French People at the Municipal Elections

THE LEFT-WING PARTIES AND THE TRADE UNIONS PUT THE DE GASPERI GOVERNMENT UNDER PRESSURE: Placards proclaiming against inflation and against the evils perpetrated by Wall Street carried in a recent rally in the Piazza del Popolo, Rome. In the centre is a caricature of de Gasperi, manipulated as a puppet by a figure marked Wall Street. Just to the right of it is a noose attached to a sign reading, "For those who starve the people." These aggressive left-wing tactics appeared to be reaching a climax last week. Nearly 2,000,000 men were on strike at the same time when the metal-workers in Northern Italy downed tools and joined the ranks of the Po Valley agricultural labourers. Throughout Italy Union leaders insisted that the Government should take far stronger measures to combat the ever-increasing menace of inflation and to put an end to speculation in currency and black marketeering in food

AN ANTI-BRITISH DEMONSTRATION IN NEW YORK—FEELING RUNS HIGH OVER THE PALESTINE QUESTION AS PRO-JEWISH ORGANISATIONS ATTEMPT TO PICKET A BRITISH FUNCTION : These pictures were taken outside the 7th Regiment Armoury at 66th Street and Park Avenue during the ball given by British Empire Societies on behalf of British naval visitors from H.M.S. "Sheffield." The "Sheffield" was paying a courtesy call, and members of the American League for a Free Palestine and other militant bodies took the opportunity of picketing the armoury. *Left*—**At the head of the procession was a so-called Union Jack inset with the swastika. Some of the banners carried the usual slogans indicting Mr. Bevin as the arch-enemy of Jewry.** *Right*—**New York City mounted police standing by to keep the peace as the guests arrived for the ball and were compelled to pass through the picket lines. A kilted guest is seen in the background**

LORD LISTOWEL VISITS THE SHWE DAGON PAGODA AT RANGOON : The Secretary of State for Burma, who has been on a visit to that country, now on the eve of independence, seen as he left the celebrated shrine. The pagoda trustees presented Lord Listowel with flowers and a white *hti* (umbrella), a replica of the *hti* at the top of the summit of the pagoda. Lord Listowel laid these at the base of the shrine

MR. BEVIN SIGNS THE SIXTEEN NATIONS REPORT : Britain's Foreign Secretary adding his signature to the historic document at the French Foreign Office. On his right hand is Mr. Duff Cooper, the British Ambassador in Paris. The report states in the clearest terms what the sixteen nations can do in the way of self-help and what they will require from the U.S. to make Europe a going concern

THE MASS MOVEMENTS IN INDIA BRING A GRAVE THREAT OF CHOLERA : Some of the thousands of Muslim men, women and children who found sanctuary in the Juma Mosque, on the outskirts of Delhi, after being driven from their homes in the capital by the rioting Hindus. The Delhi riots led to a thousand deaths, but the medical authorities are afraid that the crowding of Muslims into insanitary camps on the outskirts of the city will lead inevitably to epidemics of cholera and other diseases. In the far north the situation has shown little change for the better, with the two-way exodus in Eastern and Western Punjab continuing at only slightly lessened pace. Defence measures have now been agreed upon in some areas, and both Hindu and Muslim refugees have been subject to less molestation as they have sought to gain sanctuary across the new frontier

THE RETURN OF NOKRASHI PASHA : The Egyptian Prime Minister, who had been putting his country's case against Britain before the United Nations, embracing his wife on arrival at Cairo Airport from New York. In the foreground is Abdel Krim, the former Riff leader, who came to greet Nokrashi. Abdel Krim, it may be remembered, escaped from a French ship this year and found asylum in Egypt. His potentialities as a trouble-maker are still great

TWO JEEPS FLOAT TO EARTH IN AN 18-M.P.H. GALE: This dramatic picture was taken over Netheravon Aerodrome, Wilts., during Exercise "Longstop," in which 700 troops of the 2nd Parachute Brigade took part. Jeeps weigh about 1 ton, so it is hardly surprising that they need four parachutes to bring them safely to the ground

AS THE MAIN BODY OF 700 MEN DESCENDED ON NETHERAVON AERODROME: A spectacular scene during the mass descent in which forty-eight Dakotas of Transport Command were used to drop a battalion group of the 2nd Parachute Brigade

PARACHUTE STUDIES

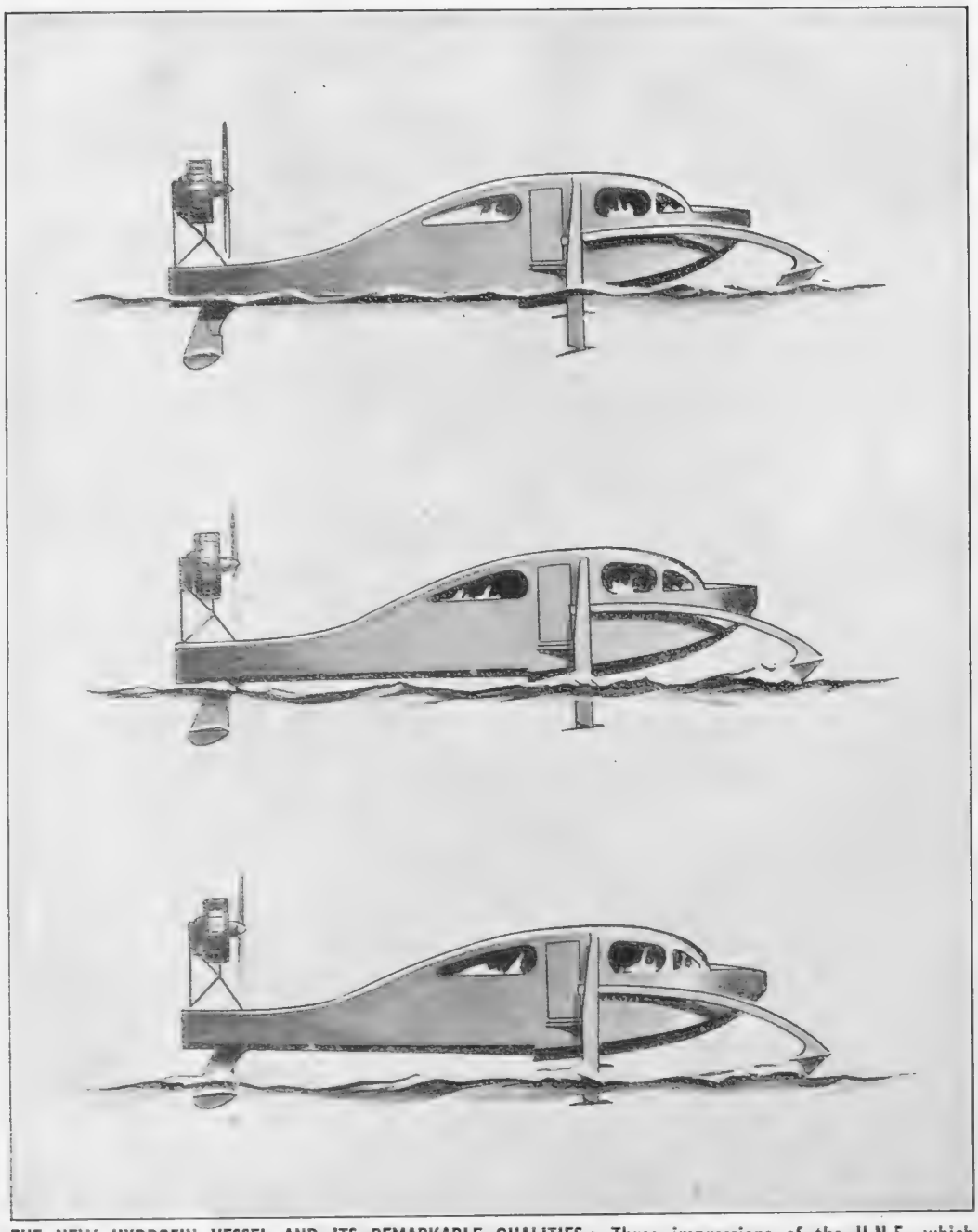
Taken During Exercise "Longstop"—First Airborne Operation Since the Rhine Crossing

This is the atomic age, but ev so the existence of t atomic bomb does not put pa to all previous theories of w and the taking and holding g ground are still of paramou importance. The Second Wo War proved that the use of par troops could be decisive, th German invasion of Crete and t Allied invasion of Normandy bo being outstanding example Arnhem, however, showed th paratroops can be highly vulne able without heavy equipme reinforcements, and the rec exercise at Netheravon, Wil was evidently staged by the Ar and Air Force in order to perfe the whole technique. After th 700 paratroops had landed on t Netheravon airfield, only nine m being injured, despite the hi prevailing winds, ten Halifa dropped guns, jeeps and s teams. The jeeps provided hig speed liaison between the un and guns were, of course, intend to deal with initial enemy counte thrusts with tanks. After t landing of this vital defens equipment, bulldozers, grad and other airfield construct equipment rained down from t skies. This was all evidence the new policy of making g greatest possible use of paraci dropping and to limit our glid borne loads. The main argume against gliders are that they very vulnerable to flak, and to rope failures account for 15 cent. losses. Gliders also n good landing zones if they not to be abandoned

THEY FLOATED TO EARTH, BUT NOT WITH THE GREATEST OF EASE: As the figures drifted down over Netheravon in the course of the mass descent, ground observers saw the paratroops swaying violently in the high wind. They certainly earned their half-crown extra duty pay. On reaching the ground the parachutists were often dragged, and they had to fight to get out of their harness

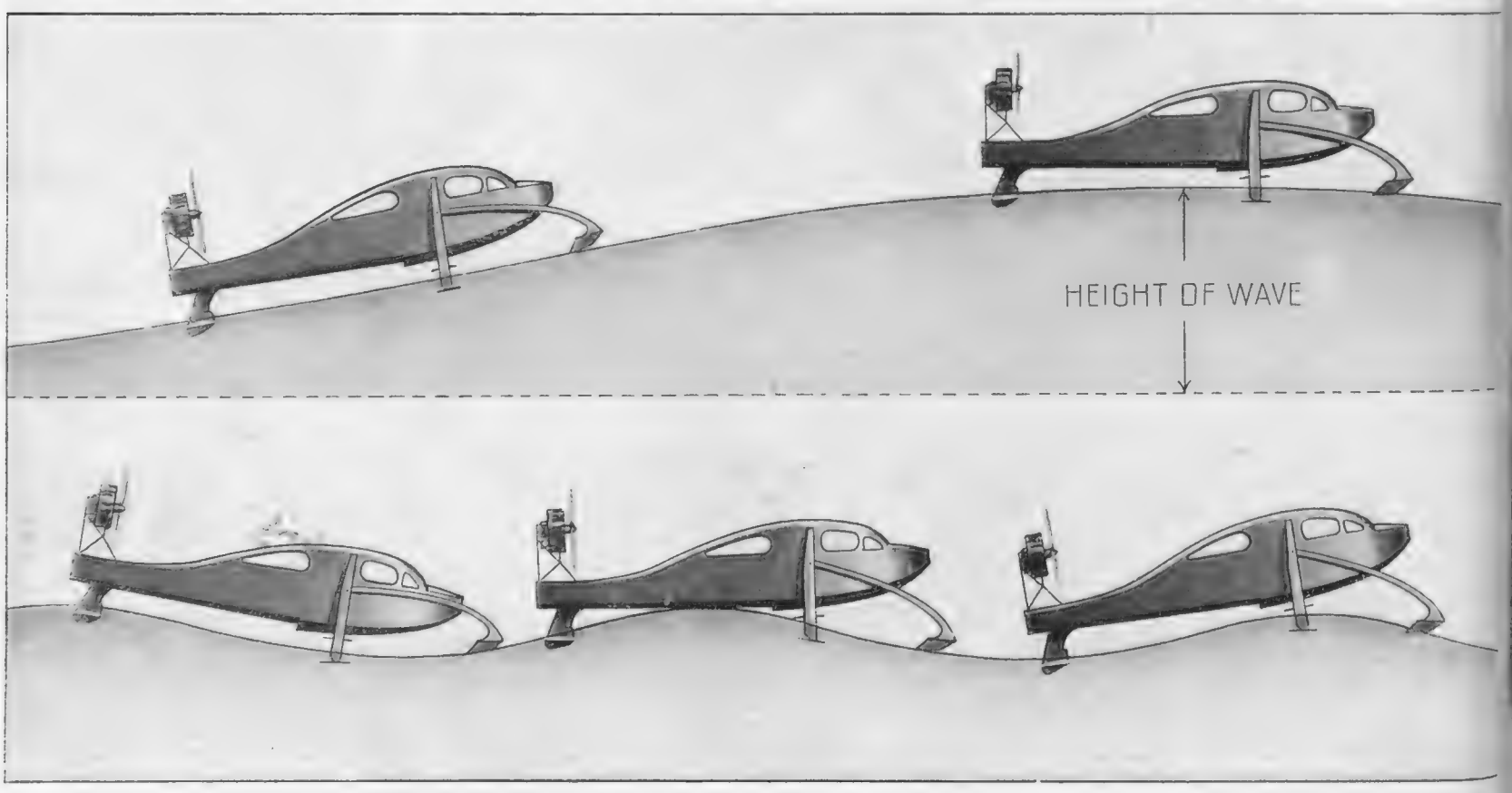
OSCILLATING IN AN 18-M.P.H. GALE: Two more impressions of the paratroops of the 2nd Brigade who descended 700 strong over Netheravon, and were followed in by heavy equipment, including guns, jeeps and airfield construction equipment, thus demonstrating a new technique. The idea is to limit glider operations, which entail heavy losses from flak, and concentrate on parachute descents and reinforcements. The exercise was watched by Lord Montgomery

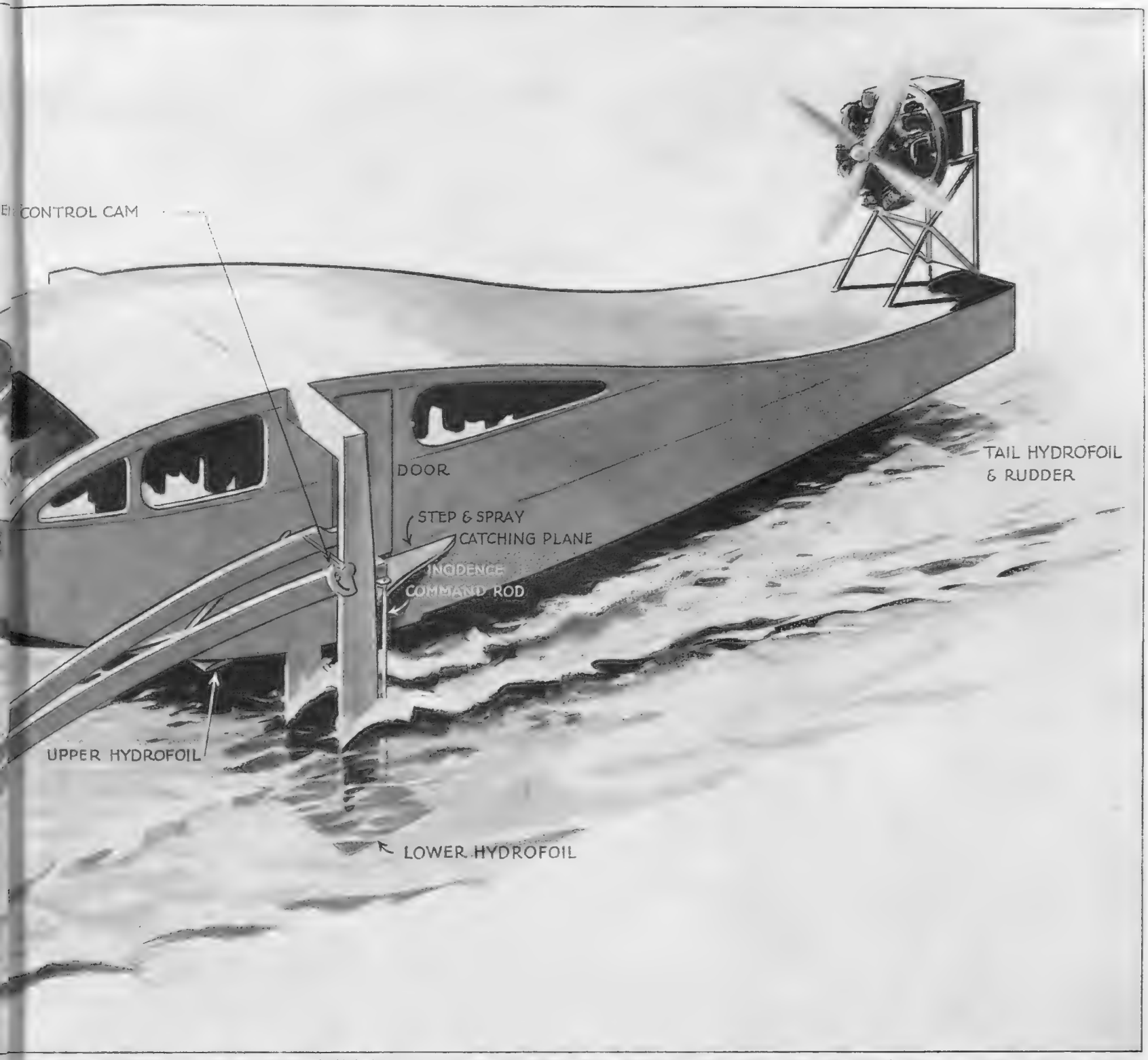
THIS IS THE MOMENT WHEN THE ENEMY HOLDS THE INITIATIVE, THE PARATROOPS BEING UNABLE TO RETALIATE AGAINST SMALL-ARMS FIRE: A few seconds later the paratroops have got clear of their harness, Bren guns are mounted, defence positions are taken up and they prepare to cover the descent of their comrades. In Crete the Germans lost an enormous proportion of their paratroops during this critical phase, while at Arnhem our men fell almost in the midst of a Panzer division. Exercise "Longstop" was in part held to perfect technique and in part to develop the dropping of artillery and heavy equipment



THE NEW HYDROFIN VESSEL AND ITS REMARKABLE QUALITIES : Three impressions of the H.N.5, which is now ready to go into production near Chichester, showing the revolutionary craft at various stages of take-off. In the top drawing the hull is shown in the water. As the outboard aero-engine gathers speed, the hydrofoils, sea-going counterpart of the aerofoils developed by the Wright brothers, lift the hull clear of the water. This, of course, cuts water-drag by a large margin, and craft thus fitted can be expected to attain considerable speeds. The H.N.5 is the invention of Christopher Hook, a British designer, and, as the name indicates, it will be the fifth of his test types

Below—**HOW THE HYDROFIN RIDES THE WAVES : Some impressions of the new type of high-speed craft showing (at top) how, when meeting a long wave, it climbs it as a car would a hill.** Even in the case of short waves, of the type found in choppy seas, the Hydrofin has proved remarkably stable in action





THE 30-FT. HYDROFIN PASSENGER-CARRYING VESSEL WHICH IS TO BE DELIVERED NEXT FEBRUARY FOR SERVICE ON THE SOUTH COAST—A TYPE THAT IS ALSO TO BE USED IN THE MEDITERRANEAN FOR PASSENGER TRANSPORT BETWEEN MARSEILLES AND CORSICA, GENOA AND SARDINIA : An artist's impression of the H.N.5, powered by an Armstrong-Siddeley Cheetah engine, showing the craft soon after take-off but before the hull reaches its maximum height out of the water. The new technique adopted in all the Hydrofin boats, and which overcomes the weakness of earlier Hydrofoil vessels, is that of varying the angle of the underwater hydrofoil blades by adding predictor skids—carried on jockey beams—which feel the surface ahead. Fixed blades are fitted to give early lift

THE HYDROFIN RIDES THE WAVES

A Revolutionary Type of High-Speed Vessel Makes its Appearance

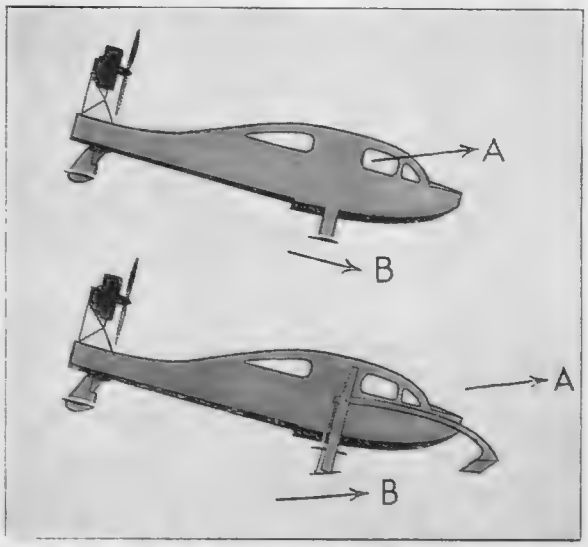
The inclined plane, or aerofoil, as developed by the Wright brothers in 1903, has developed into the modern aircraft. Its water counterpart, a foil working both upper and lower surfaces exposed to the action of the water, is known as the hydrofoil, and its application to the hull of a boat enables the latter to be lifted clear of the water. Hitherto difficulty has always been caused by the variations in surface level caused by waves.

The new type of craft depicted in these pages has been invented by Mr. Christopher Hook, of Cowes, and incorporated in all of them is an automatic stability device, known as the Hydrofin, which enables them to negotiate rough seas with pitching but no rolling. Several full-size vessels have been built, and two of them were tested at sea off the African coast. For one of these an old Walrus flying-boat hull was used. The H.N.4 will probably have been seen at Cowes by many readers.

The characteristics of these vessels make them particularly suited for operation on services which demand high speed and frequency of sailings. Next year will see the first Hydrofin vessel to enter commercial service off the South Coast. Known as the H.N.5, she is to be delivered next February by the Birdham Shipyard Ltd., Birdham, near Chichester. She will be 30 ft. in length, carry a dozen passengers as well as a crew of two, and is to be powered by an Armstrong-Siddeley Cheetah aero-engine.

In France and Italy a new company, the Société d'Exploitation et Construction d'Appareils Aero Marins, has taken over the monopoly in those countries, and is to build a minimum of 200 vessels per year

THE H.N.4 ON THE SOUTH COAST : A recent study of Mr. Hook's Hydrofin, which during the summer months was a familiar sight to many holiday visitors in the Isle of Wight



THE IMPORTANCE OF JOCKEY CONTROL : Two diagrammatic drawings showing how a Hydrofoil boat without this device will tend to travel in the direction B as soon as lateral control is upset, although it is required to travel in the direction A. A Hydrofin, similarly positioned in the trough of a wave, will follow an upward course, thanks to the corrective movements transmitted from the jockey skid to the hinged hydrofoil blade—*Drawings by Laurence Dunn*

"NELSON" FLIES HER PAYING-OFF PENDANT

A Chilean Visitor to "Pompey": America's Guided Missile Warship

H.M.S. "NELSON" FLIES HER PAYING-OFF PENDANT: The twenty-year-old battleship, whose future is under consideration by the Admiralty, photographed from the air as she sailed from Portland to Portsmouth en route to Rosyth—the last home of many a naval veteran. The paying-off pendant can be seen trailing aft from the mast towards the ensign

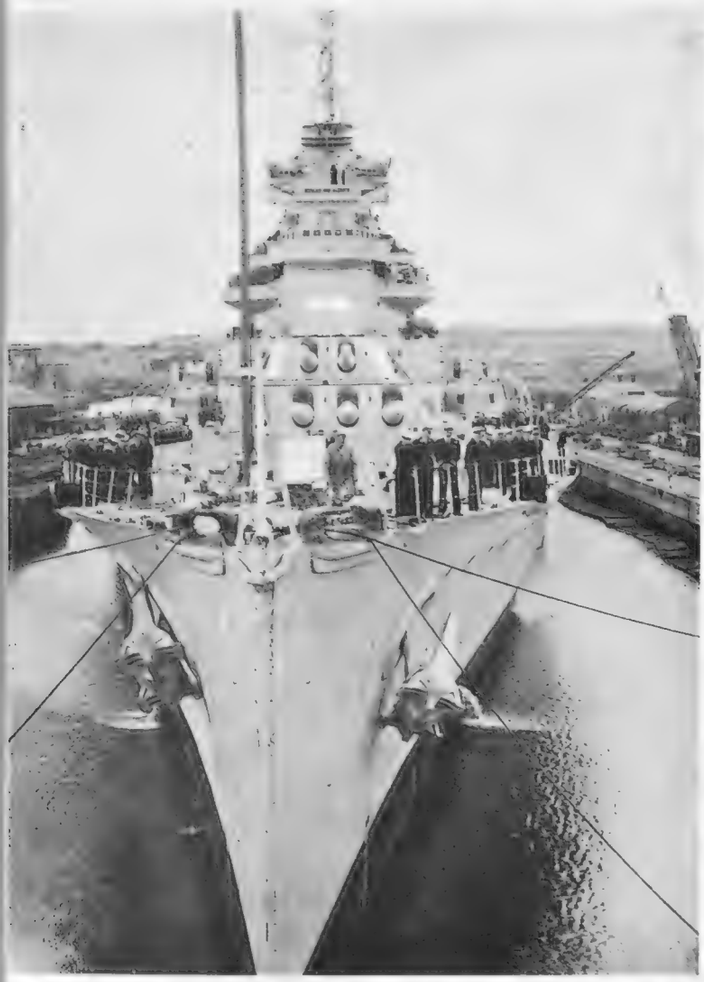
The departure of H.M.S. *Nelson* for Rosyth probably marks the end of the career of this celebrated battleship, which played such a prominent part in the Second World War. Last year, after leading the Spring Cruise to the Mediterranean, it was recognised that her days were numbered, and she was transferred to the Training Squadron. Now, it would seem, she is destined for the Rosyth ship-breakers. A striking feature of the picture at the head of this page is the paying-off pendant of *Nelson*. There are no hard and fast rules governing the length of such pendants, but it is generally accepted that they should be not less than 100 ft., to which is added 1 ft. of bunting for every week that the ship has been in commission

H.M.S. "NELSON" STEAMS OUT OF PORTLAND, POSSIBLY FOR THE LAST TIME: In the background are concrete units of the type used in the building of the famous Mulberry harbour in Normandy. They are destined for use at Portland for berthing battle-class destroyers. Each unit is 210 ft. long and weighs 7,700 tons

A CHILEAN NAVAL UNIT IN BRITISH WATERS—THE TRANSPORT "PRESIDENT ERRAZURIZ" PASSING THE SALLY PORT ON ARRIVAL AT PORTSMOUTH: The vessel, with thirty-nine Chilean naval cadets on board, was on a three-day visit to England

The Chilean naval transport *President Errazuriz* is the ex-United States transport *Xenia*. The Chilean Navy purchased her in November 1946, and she is now engaged on a European cruise in order to give her thirty-nine cadets experience of conditions at sea. During the transport's stay in Portsmouth the cadets were the guests of the Royal Navy and were entertained in the best naval tradition. Since leaving Portsmouth the *President Errazuriz* has also paid courtesy calls at Le Havre and Antwerp. She is a handsome vessel of 5,800 tons, and her turbo-electric motors give her a speed of about 16·5 knots. A distinctive feature is the aft mast, which would appear to have crane attachments

THE WORLD'S FIRST GUIDED MISSILE WARSHIP: The United States battleship "Kentucky" in the Norfolk Navy Yard, where she was laid down in 1944. In 1946 work was suspended on the "Kentucky" when it was decided that her armament would be modified to include rocket projectors



H.M.S. "ANSON" GLIDES INTO THE DEVONPORT DRY-DOCK: The great battleship seen as she came in for a major overhaul. H.M.S. "Anson" has been on service with the Training Battleship Squadron, a new unit of the Navy designed, as the name suggests, to carry recruits through their initial period at sea. The recruits normally remain in the squadron about eighteen weeks. "Anson," sister-ship of the "King George V," the "Duke of York" and the "Howe," has a displacement of 35,000 tons

THE "KENTUCKY" STANDS IDLE IN HER CONSTRUCTION DOCK: Another view of America's first guided missile warship, work on which has been suspended for a year while major modifications have been planned. The battle-cruiser "Hawaii" is another guinea-pig of the American Fleet, and her construction has been delayed a year for the same reasons. The "Hawaii" is a vessel of 27,500 tons, and she is under contract to the New York Shipbuilding Corporation. Work on both vessels is now likely to be resumed, following V-2 rocket-launching experiments from the deck of the aircraft-carrier "Midway." It is understood that these experiments were a marked success. The "Midway" is a vessel of 45,000 tons

HOME NEWS IN PICTURES

A Survey from London and the Provinces

QUEEN MARY PAYS A VISIT TO SOUTHWARK: Her Majesty, accompanied by the Provost of Southwark, inspecting the old house in Green Dragon Court, which she visited after making a tour of the Cathedral. The house, which has a very fine Dutch exterior, stands in the midst of the Borough Market. Recently a plea was made for its preservation

No. 4, Green Dragon Court, a plea for the preservation of which was made last May and noted in THE SPHERE, was recently visited by Queen Mary, who greatly admired the seventeenth-century Dutch exterior. The house, with its green shutters and mellow brick walls, might have come straight out of a Vermeer painting. The doorway was brought to England from Middelburg, Holland, by Robert Frank, a London merchant. It consists of carved pillars supporting a finely carved lintel. On the right is an elegant window flanked by a pillar matching those at the doorway. The appeal for the preservation of the house is headed by Canon Stevens the Southwark historian

THE BIG FOUR OF THE ALL-EDRICH XI: Left to right—Eric Edrich, of Lancashire, W. J. Edrich, of Middlesex, Geoffrey Edrich, of Lancashire, and Brian Edrich, of Kent, were the four county players who helped to make up the Edrich Family XI which took on a Norfolk XI at Norwich in a match to aid the R.A.F. Benevolent Fund. Eric, Lancashire's reserve wicket-keeper, overshadowed brother Bill, the Middlesex and England all-rounder, when the family batted first on a good wicket, by scoring a brilliant 129. Bill was caught by a Norwich Grammar School boy after a breezy innings of 49. He declared the family innings closed with a total of 283 for six. The Norfolk XI was dismissed for just over 100 runs

THE BLUE-COAT BOYS MARCH THROUGH LONDON: The band of Christ's Hospital, Horsham, passing over London Bridge on their march to the Mansion House, where the boys and girls of Christ's were greeted by the Lord Mayor, Sir Bracewell Smith, who distributed gifts of new money. The ceremony took place on St. Matthew's Day and was preceded by a service at St. Sepulchre's, Holborn. The Lord Mayor, Aldermen and Sheriffs of the City of London, and the governors of the Royal Hospitals attended the service. The sermon was preached by the Bishop on the Upper Nile (the Right Rev. L. C. Usher-Wilson), an Old Blue

DISCUSSING ANGLO-DANISH ECONOMIC PROBLEMS: Members of the Danish Trade Mission to Britain seen at the Federation of British Industries headquarters in London. They represent the Merchants' Guild of Copenhagen, the Federation of Danish Industries, and the Danish Chambers of Commerce, and their visit follows that of British industrialists to Denmark last year

PORTLAND BUILDS ITS OWN MULBERRY HARBOUR: These concrete units, of exactly the same type as were used to give access to the Normandy beach-head, are now being installed at Portland, where a new harbour is being built for berthing battle-class destroyers. Each unit is 210 ft. long and weighs 7,700 tons. When this picture was taken tugs were shepherding the units into position. Many of the original units used in Normandy have since gone to Holland, where they have been placed in the breaches of dykes bombed during the war

THE OLD CHURCH AT NEWINGTON, KENT : Legend has it that the Devil jumped from the tower, at the same time laying a curse. The Vicar of Newington, the Rev. A. H. Lance, an ex-R.A.F. padre, has decided to defy the "curse" on his 800-year-old church, and is appealing for funds to repair the belfry, enabling the peal of six bells to be used regularly again. A Kentish legend says that the Devil once visited the parish and became annoyed by the continual ringing of the bells. One night, therefore, he collected them in a sack, which he threw over his shoulder, and "made a mighty leap" from the church tower. The Devil is said to have landed on a stone on which he left a distinct hoof-mark, and, departing, made a curse that should anyone remove the stone the bells would be silenced for ever. During road-widening work before the war, and while school-children sang hymns to keep away evil spirits, the stone was actually moved. Within a short time the church tower was found to be in need of repair and the peal of bells were silenced

RESTORING LONDON'S BLITZED CHURCHES WITH STONE FROM THEIR OWN DEBRIS : A stonemason repairing the work of an earlier craftsman. Nazi bombers, who concentrated on, although never severely damaged, St. Paul's Cathedral, created havoc around it, destroying or partially destroying many historic churches. Restoration work is proceeding and, on a site off Cheapside, stonemasons are busily engaged in salvaging stone from the masses of rubble and repairing it or re-working it for use in some other place

CARPETS FOR EXPORT : Hemming the end of a carpet in the finishing section of a Kidderminster factory. Britain's world-famed carpet industry is playing an important part in the drive for exports. The pictures above and on the right were taken in the Kidderminster factory of Carpet Trades Limited, who have four other factories manufacturing felts, woollen and worsted yarns and all kinds of machine-made carpets. They have warehouses and agents in Australia, New Zealand, Canada, South Africa, Kenya, Uganda, Zanzibar, Belgian Congo, Malta, Egypt, U.S.A., South America, Central America, the West Indies, Iceland, Scandinavia, Holland and Switzerland. Each country has its own idiosyncrasies as to popular designs. Australia and New Zealand, for example, favour bright colours and floral patterns, while at the other extreme Scandinavia prefers subdued colouring and quiet designs. Man-power has fallen 40 per cent. since before the war, but every effort is being made to reach the new target. During the war Carpet Trades Limited made S.A.A. as well as webbing, duck, blankets and felt for rubber substitute

MEAD-MAKING IN CORNWALL : The old flour-mills at Gulval, near Penzance, where mead, the drink made from fermented honey, and little known to-day, is now being produced. It is expected that the mead will come on the market next year. Large orders for it have been received from America. In classic and medieval times mead was a common drink in Europe. Often made from exhausted honeycomb, mead is still quite popular in the West Country

FUEL FROM SOMERSET : Bagging peat after it has been dried in conical heaps, or "ruckles." This country has not had to resort to peat for fuel in any great degree in the more recent past, but now it has suddenly become an important asset to the heating problem. Five thousand people have been at work round Ashcott, Meare, Shapwick and Glastonbury. Peat is formed by the decomposition of plants in wet or marshy ground and is dug to a depth of about 70 ins. It can be used as a fertiliser and as an ingredient of cattle foods, and can even be employed in the manufacture of soap and cosmetics. On September 20, THE SPHERE published a picture of the great 20-ft. wall of peat in Phœnix Park, Dublin

PREPARING THE CARPETS FOR A FINAL BRUSH-UP : A workman is joining the carpets together so that they can pass in an endless band through the brushing machine, which can be seen in the background of the picture

THIS MACHINE MOVES EARTH AT THE RATE OF 500 TONS AN HOUR: An artist's impression of a 112-h.p. caterpillar tractor operating in an open-cast coal site near Ashby-de-la-Zouch. The tractor hauls a loader, which scoops up the earth on to a conveyor-belt, which continuously loads a team of five trucks, each carrying 16 tons. The trucks follow the loader, and as each is filled it pulls out to allow the following truck to take position. The filled trucks then roar away to discharge their loads. This new equipment is of the utmost value in exposing the larger open-cast seams. Similar loaders are being ordered from the United States—*Drawing by Claude A. Page*

OPEN-CAST MINING IN BRITAIN

Modern Equipment Employed in the Battle for Fuel

Open-cast coal workings have done a great deal of damage to farm land, but Britain now relies on regular supplies of open-cast coal, and the Government has decided to continue its programme into 1951. New equipment has been ordered to speed up the work, and giant excavators and loaders of the type depicted on this page will soon be in general use. During the present year many new open-cast workings have been projected. A typical example is at Whitely Hall, South Yorkshire, where the target is 1,000 tons a week. Lignite is also worked by open-cast methods, and some of Devon's Bovey Coal, as it is called, is also playing its part in combating the fuel shortage

On right—**THE MEANS OF HIGH-SPEED PRODUCTION IN A WEST COUNTRY MINE: Tractor-hauled excavators at the Blue Waters Mine at Bovey Tracey, Devon, where men are working night and day to extract lignite, a product which is doing much to alleviate the country's fuel problem.** Worked by Lignite Products Ltd., who took it over in 1945, the mine, which had been idle for thirty-three years, is now giving up 500 tons of lignite a day, and this is being sent to woollen mills, textile works, laundries, and breweries. Lignite is partly-formed coal, having a lesser proportion of carbon. In the First World War it was used as a fuel with success in some factories, and the Germans even used it for smelting

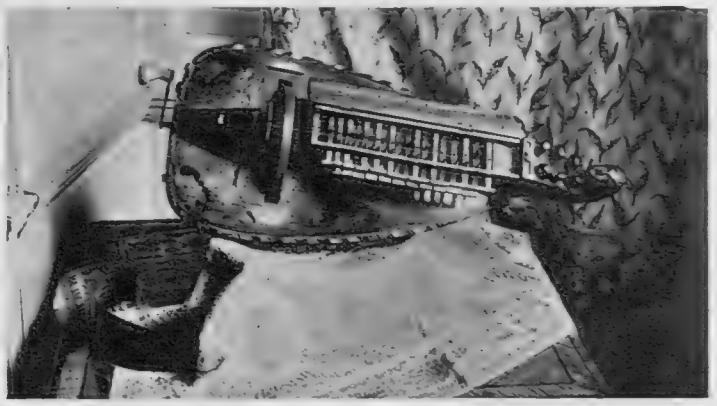
CHELSEA'S NEW MUSEUM

No. 3, Cheyne Walk Displays the Celebrated Benton Fletcher Collection of Musical Instruments and also a Chelsea Loan Collection

THE NELL GWYNNE CHAIR AND THE ADAM FIREPLACE AT NO. 3, CHEYNE WALK: *Left*—**The chair, including a portrait of Nell on the carved stretcher and of her son, the Duke of St. Albans, on the carved back, was found in a dilapidated condition by the late Major Benton Fletcher. Now fully restored, it is on view in Chelsea's new museum, which houses the Benton Fletcher collection of musical instruments and many important loan exhibits from Chelsea Public Library.** *Right*—**The brass-and-iron grate, of Adam design, was bought by Major Fletcher to accord with the classic mantelpiece in the music room. The two dishes flanking the central vase are Spode**

Chelsea's new museum, which opened its doors in July, occupies one of those charming Queen Anne houses along the shady river frontage near Albert Bridge. No. 3, which was the home of Sir John Goss (1800-80), the organist of St. Paul's; of Admiral Smyth (1788-1865), the noted geographer, and in more recent years of Lord Ernle, the book collector, was bought by the National Trust in 1942 with the help of the late Major Benton Fletcher. It now takes the place of Old Devonshire House, Theobald's Road, which was destroyed by bombs in 1941. Most of the extremely valuable collection of early musical instruments escaped the destruction of Old Devonshire House, and these are now accommodated at No. 3, together with many valuable loan exhibits, including paintings, prints and china, all relating to the history of Chelsea. Under the auspices of Trinity College of Music, the new museum becomes a centre for the study of early-English keyboard music, but those who pass through the doors of No. 3 will find that it has very little of the atmosphere of a museum and more essentially that of a gracious home. The musical instruments themselves are of fascinating interest, the collection including virginals, clavichords, harpsichords and spinets all in playing condition. Mr. Irwin Hinchliffe is in charge of the instruments, and at the recent private view at No. 3 he gave an informal recital. When these pre-piano instruments were at Old Devonshire House, concerts were held at intervals, and they were played as accompaniment to songs of the period

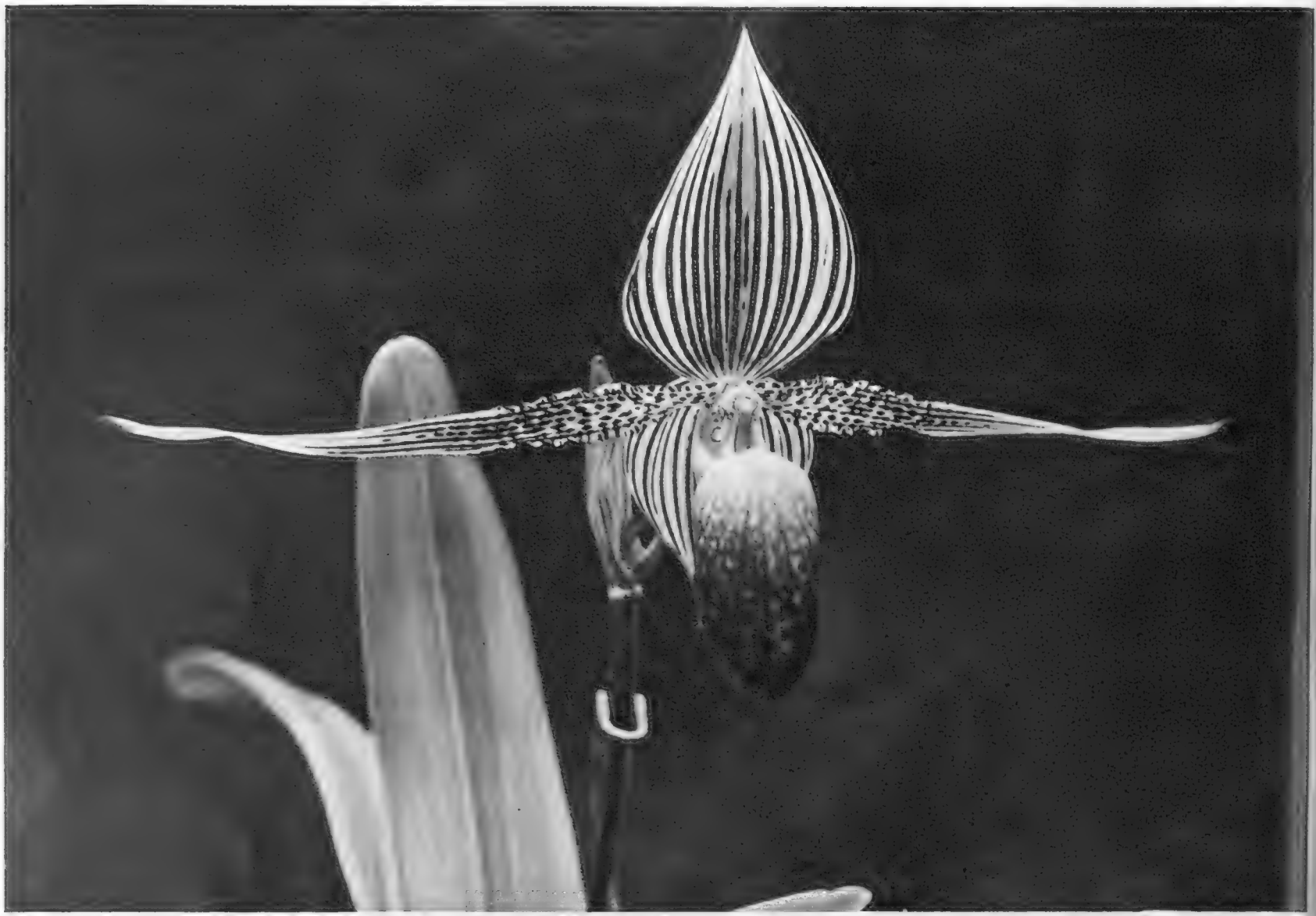
THE NEW MUSEUM: No. 3, Cheyne Walk, a charming house in the Queen Anne style. It was purchased by the National Trust in 1942 with help from the late Major Benton Fletcher. In the days of Admiral Smyth, the nineteenth-century geographer, it was a meeting-place of scientists. On the left is No. 4, for a very short while the home of George Eliot



THE HURDY-GURDY, OR VIELLE: This interesting keyboard instrument dates from the years 1770-80, and is one of the many remarkable exhibits in the Benton Fletcher collection. The handle at the base of the instrument operates a wooden wheel which passes across the strings. To the right of the wheel is a keyboard. The hurdy-gurdy sounds rather like a bagpipe

THE DIGNITY OF HEPPLEWHITE AND CHINESE CHIPPENDALE: A corner of the sitting-room at No. 3. Largely as a result of the efforts of the Secretary of the Chelsea Society, the museum has been most tastefully furnished in the style of the eighteenth and early nineteenth centuries

A TRANSVERSE SPINET OF THE EARLY EIGHTEENTH CENTURY: This five-octave instrument, contemporary with the harpsichord, is shaped like a harp laid flat. It is a beautifully-made instrument, with fine walnut panels. Lying in the foreground are two instruments of the lute family



AN ARISTOCRAT AMONG ARISTOCRATS—THE "CYPRIPEDIUM ROTHSCHILDIANUM," THE ORCHID WITH THE OPULENT NAME, IS ONE OF THE RAREST SPECIMENS AT THE CHARLESWORTH NURSERIES, HAYWARDS HEATH: The cypripedium has purple stripes on a cream background. There is a big overseas demand for these orchids

ORCHIDS FOR EXPORT

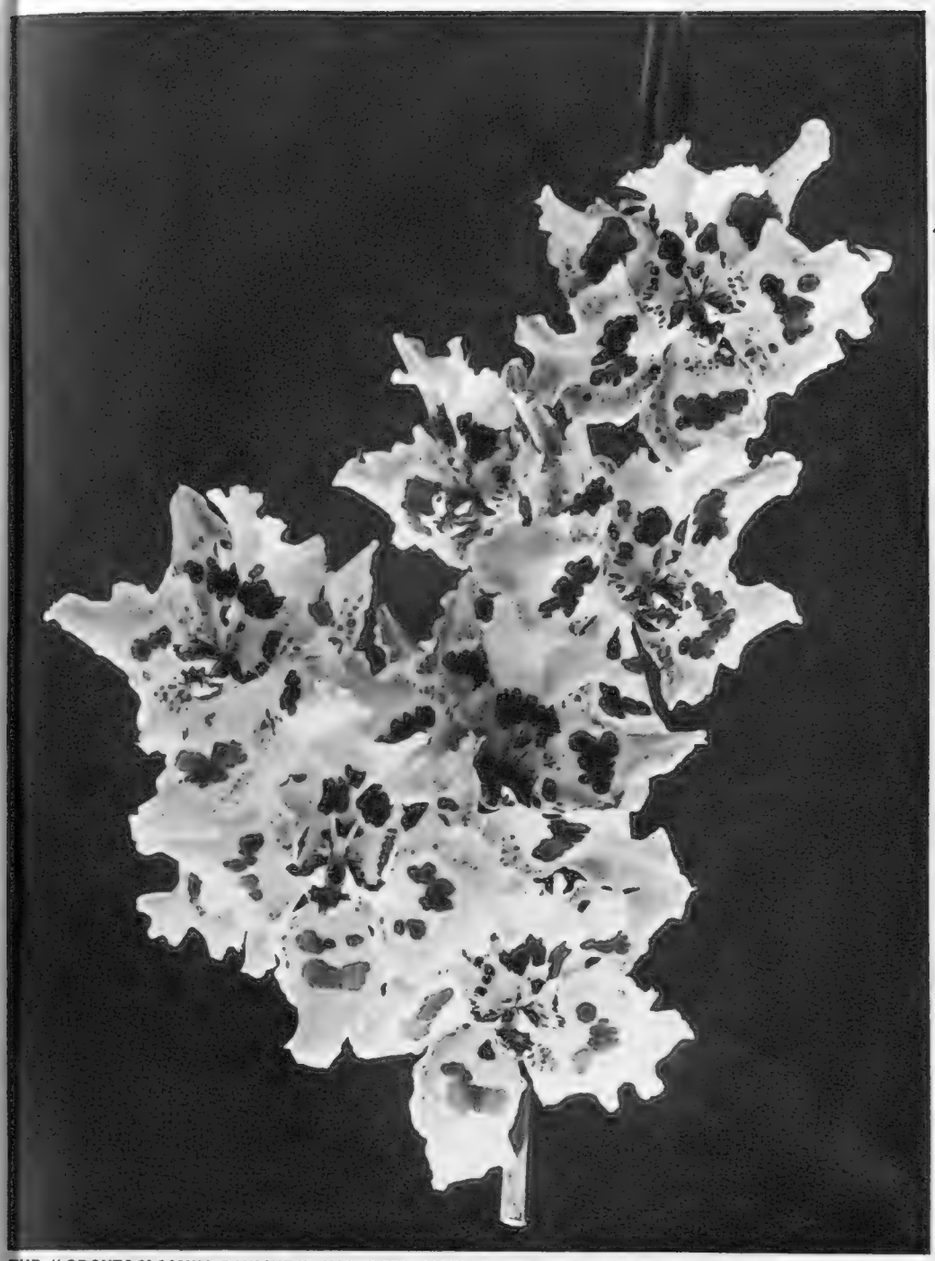
Some Choice Specimens at a South Country Nursery

HOW THE ORCHID PLANT GROWS ITS OWN STORE CUPBOARD: The bulbous growths at the base of the leaves are for reserve food

THE SEED-POD OF THE ORCHID: In this pod the seeds take nine or ten months to form. An orchid takes nine or ten years to flower

Last year Mr. Clint McDade, the Tennessee orchid-grower, visited this country to buy the Armstrong and Brown collection of orchids at Tunbridge Wells. British orchids, he declared, are the best in the world, and he showed his belief in them by spending £17,500 on buying pedigree stock during the course of his stay. Mr. McDade, for all the publicity surrounding his visit in 1946, is only one of many foreign growers eager to buy British orchids, and at the Charlesworth Nurseries at Haywards Heath parcels are sent regularly to many parts of the world. The orchid is, indeed, a great dollar-earner. All the pictures on these pages were taken at the Charlesworth Nurseries. There, the raising of orchids from seed is a delicate and protracted scientific process. In a small laboratory off the main hothouses, white-coated nurserymen remove the orchid seeds from the pollen pods and place these seeds in sterilised flasks filled with a secret chemical. The sealed flasks are put on shelves in the hothouse, and after six months the seeds begin to germinate; shortly the first green shoots sprout from the cement-like chemical. After two months of growth the orchids are taken out of the flasks and planted ten to fifteen in a small pot which contains sterilised fibre, not soil. The orchid by this time is already valuable. Each plant is transferred after a while to a pot which contains only three to five others, and finally each orchid gets its own sterilised pot. Each young orchid is labelled, numbered and entered in a "pedigree" book. When five years have passed, the orchid is considered sturdy enough for removal from the hothouse, but at least another year or two will pass before it blooms

IN A HOTHOUSE OF THE CHARLESWORTH NURSERIES AT HAYWARDS HEATH: Some of the exotic plants which are maintained all the year round in tropical or sub-tropical temperatures. The white flowers on the right are Clerodendrons



THE "ODONTOGLOSSUM PAULINE" HAS DEEP MAUVE MARKINGS ON A LIGHT FLUSHED MAUVE BACKGROUND WITH A YELLOW CREST ON THE LIP: There is always a big demand for these exotic plants in the United States. They can only be exported in summer, when there is no frost. At any other time of the year the risk would be far too great

A TRI-GENERIC BLENDING: This orchid is a mixture of three well-known species. It has purple petals, with peppered mauve spots on the lower half of the lip, the upper half of the lip being a rich chestnut on a yellow crest

FOUR STAGES OF GROWTH: Many orchids take as long as ten years to flower from seed. The examples depicted here are of the early-flowering variety, the period being six years. In the pot on the right are plants at twelve months. The small orchid in the centre is two years old, that on the left is three years, and that in the background six years

PACKING YOUNG PLANTS FOR SHIPMENT BY AIR TO THE UNITED STATES: A skilled packer at work in the Charlesworth Nurseries, Haywards Heath. Each plant is individually protected, and every possible precaution is taken to prevent exposure to frost

HOW THE ARABS VIEW THE PALESTINE PROBLEM

What Could Happen After the Withdrawal of British Troops

By CHARLES GRAVES

THE Government's determination not to continue the burden of the Palestine mandate indefinitely, and the threat of the Arab League to withdraw British and American oil concessions in the Mediterranian, put the international spotlight more brightly than ever on to Palestine and the Arab-Jewish problem.

The decision last week by U.N. to set up a committee to discuss it is only delaying the crisis.

The Arab League, by the way, is an organisation of which a number of independent Arab States are members. They are Iraq, Syria, Lebanon, Transjordan, Yemen, Saudi-Arabia and, strangely enough, Egypt. And it is King Farouk of Egypt who personally appointed Azzam Pasha to the post of Secretary-General.

According to the Arab Office in London, there were only 90,000 Jews in Palestine in 1919. To-day, there are between 600,000 and 700,000. Of these, between 40,000 and 50,000 entered the country legally since the end of the war, and another 9,000 by illegal methods. The Arabs number 1,250,000. It is not surprising that the latter view with mounting anxiety the influx of immigrants which, if continued at the recent rate, would swamp the country and give them a majority of population, in spite of the fact that the average Arab family is anything from four to six, while that of the Jews is two or three.

TWO JEWISH MAYORS REGAIN THEIR FREEDOM: Mr. Israel Rokach, Mayor of the all-Jewish city of Tel Aviv, and members of his family seen with Mr. Abraham Knitizi (left), Mayor of Ramat Gan, after they had both been released from Latran Detention Camp after thirty-eight days' imprisonment. Together with the Mayor of Nathanya, they were arrested on August 5 under emergency regulations, but the Mayor of Nathanya was not released with them. All three places have been implicated in anti-British activities

To solve the problem of the Jewish minority in the Arab State, the report of the U.N. Special Committee on Palestine has suggested a partition. This would involve the establishment of a Jewish State in part of Palestine in which there would be 550,000 Arabs as a minority, with only 650,000 Jews in it. In other words, as the Arabs point out, a still larger minority would be created. They themselves have no objection to Jews already in Palestine. What they want is an independent State with a democratic constitution; an elected legislation; guarantees for the sanctity, and freedom of access to, the Holy Places; freedom of religious practice; and entire prohibition of future Jewish immigration unless new legislation were to provide otherwise. The Arabs, in fact, are not trying to drive the Jews out of Palestine. But what they do want is a Parliament and Cabinet which would be elected in the ordinary way. Which, of course, would give a majority of votes, and therefore power, to the Arabs.

At present the leaders of the Arab population are known as the Arab Higher Executive. This consists of nine members, who represent the seven different Arab parties. It was only formed last year, and there was no general election to appoint them. Worse still, the chairman is the notorious Grand Mufti.

When I asked an official at the Arab Office what would happen if the British troops were withdrawn, he replied smilingly: "Presumably U.N.O. would substitute another rule and different troops. If American troops were not available, no doubt the Russians would be pleased to visit the Holy Land. But if no troops were sent to maintain order it would then be left to the Arabs and the Jews to solve their problem peacefully or unpeacefully. Some of the Arabs would even prefer Russian intervention to the present state of affairs, although they do not intrinsically like Communists."

Denying that he himself liked the Russians, he continued that if it was necessary for the Arabs to defend themselves, the Arab League would surely intervene on their behalf. He computed their military strength as consisting of the Arab Legion, 25,000 strong, of Transjordan; the Iraq Army of 25,000; and the Syrian and Lebanese Armies, each 15,000 strong. He also pointed out that the Egyptian Army does, in fact, consist of 45,000 troops, but added that the Yemen and Saudi-Arabia were too far away for intervention.

I gathered that no Commander-in-Chief has yet been selected. "What about the Jewish Army?" I asked.

"The Jews have not yet appeared in open battle. All they have done is to carry out acts of terrorism against the British with weapons which they acquired from the British troops." According to this official, there had been no clashes between the Arabs and the Jews until two or three weeks ago, when there were a number of incidents in the country lying between Jaffa and the all-Jewish city of Tel Aviv.

THE VOICE OF ISRAEL: Mrs. Goldie Meyerson, the head of the Jewish Agency Political Department, addressing a gathering in Tel Aviv. Attacking Bevin, she said: "To-day, after Hitler, Bevin is the chief hunter of Jews. Let the British Government not be deceived by the quiet here and in Hamburg. The Yishuv and the Jewish people will ensure that Jews will come to Palestine by all ways and means until a Jewish State is established"

The truth of the matter is that both Jews and Arabs are inflamed by passions which they call patriotism, but the greater nations are making no attempt to judge the dispute between Jews and Arabs inpartially.

To quote Professor Stace: "If the United States and the British Empire made it plain that Palestine would be asked to take only its proper share of refugees along with the other nations of the world, the Jews in Europe would go gladly enough to America, Canada, or any other country which would treat them decently. We have to face the plain truth, however unpleasant it may be, that none of the nations wants these Jewish refugees, and they are therefore attempting to thrust them on a little Arab country. The reason why America in particular tries to force the pace, while Britain hangs back, is simply that the Jewish vote is high in America, while Arab influence is important to the British Empire."

The position, then, is this: the Arabs constitute a large majority of the inhabitants of Palestine, as they have for 2,000 years. Rightly or wrongly, they are opposed to any mass immigration of Jews, which means that the majority of the inhabitants of Palestine are opposed to such a mass immigration. According to the principle of self-determination, which is the accepted principle of international justice, the affairs of the country should be governed by the wishes of the majority of its inhabitants, and any attempt of an outside country to override by force the wishes of such a majority is aggression. By common logic, therefore, the action of Zionists in Great Britain and the United States in trying to force on Palestine a mass immigration of Jews contrary to the wishes of the Arab majority are acts of aggression.

The Zionist case rests upon a number of arguments. The first is that Palestine was a Jewish land in ancient times. (Against this the Arabs say that they are indigenous, and not the Jews.) They were forcibly ejected, which, in their opinion, gives them a claim to make it again their national home. The Arab answer to this is clear. No nation has any right to the land it occupies except by long possession. What right have Americans to occupy the United States? Or what right have the Anglo-Saxons to occupy Great Britain when the Celts were there before them?

HOW TO DEAL WITH TROUBLE-MAKERS: Members of the 1st Battalion the Sherwood Foresters, wearing rubber arm-shields made from discarded car tyres, when practising offence and defence with light rubber truncheons. The Sherwood Foresters were one of the units standing by for the Exodus disembarkation at Hamburg, and they made quite sure they were drill perfect beforehand in the art of dealing with recalcitrant immigrants

Another argument is that Palestine has a peculiar religious significance for the Jews. But that would mean, if accepted, that all Buddhists should be allowed to migrate to India. The third Zionist argument is that the British Government promised the Jews in 1917 that they should have a national home in Palestine. The Arab answer to this is that a wrong and unjust promise (as they consider the British declaration) should not be carried out just because it has been given, any more than a moral right to enforce a promise to steal can be claimed. Besides, they ask, what right had the British to make promises about the disposal of Palestine?

The fourth Zionist argument is based on the homelessness and appalling sufferings of these wandering Jews. Admittedly, they have been persecuted frightfully and, in a civilised world, they are entitled to a claim for generous treatment. But just because the facts yield an equal claim for sympathy from all civilised countries (except that the claim is stronger against Germany), they cannot yield any greater claim from Palestine than from any other country. The last and strongest argument put forward by the Zionists is that Jewish immigrants into Palestine have already improved the country enormously, and that further immigration would result in further benefits.

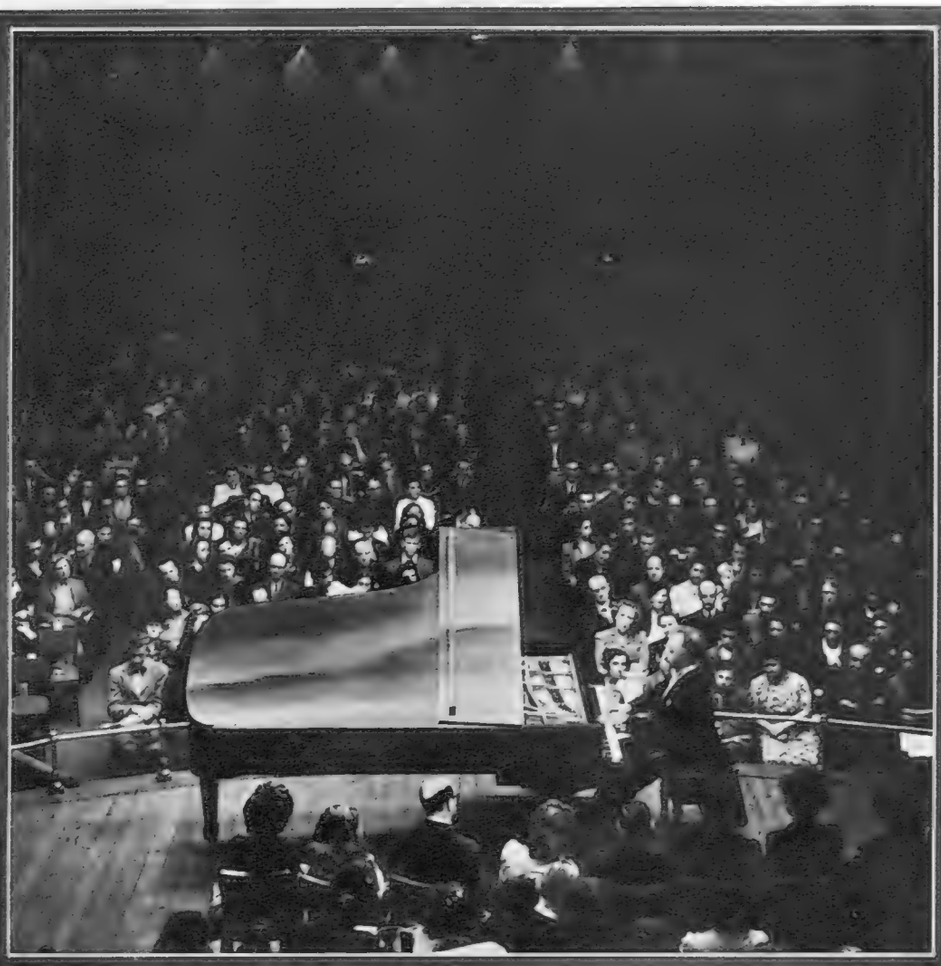
Against this last argument, however, the Arabs say that while they are still less civilised than the Jewish settlers, they are rapidly modernising their mode of life. They have started a textile industry and a tobacco industry in the past few years. They have developed their citrus fruit business enormously. In fact, the whole social structure of the Arab population has changed radically since 1922, when the urban population was under 200,000, and to-day is nearly 400,000. Jaffa, which is exclusively an Arab city, has a population of 100,000. But when it comes to the question of starting up such industries as light or heavy engineering, the Arabs point out that there is no iron, copper, nickel, tin or lead in Palestine; practically no worth-while quantities of alloys, like chromium or manganese; and practically no sulphur.

In other words, it is the Arab contention that Palestine must continue to be largely an agricultural country, however scientifically-minded the Jewish immigrants may already be, or the Arabs may become.

ENTERTAINMENT

The Serious and the Lighter Side

ELIZABETH SCHWARZKOPF, OF THE VIENNA STATE OPERA, IN HER DRESSING-ROOM AT COVENT GARDEN : Making up for the part of Marcellina in "Fidelio." To-night the short season of the Vienna State Opera closes with *The Marriage of Figaro*, and, next Wednesday, Covent Garden will return to English opera, when the English Opera Group presents a season of Benjamin Britten's two pieces, *Albert Herring* and *The Rape of Lucretia*. The Vienna State Opera season has been a notable success. One of the outstanding performances singled out for special mention was Elizabeth Schwarzkopf's Donna Elvira in *Don Giovanni*



ARTUR RUBINSTEIN'S TRIUMPHANT RETURN TO THE ROYAL ALBERT HALL : The scene in the packed hall, where he gave his only London recital. The Royal Albert Hall was full for the concert which Artur Rubinstein gave for the benefit of the Central British Fund, and the audience gave him a rousing reception and called for many encores. Among those who congratulated him, after his performance, were the Polish Ambassador and his wife. Especial praise went to his rendering of Chopin's *Nocturne in E sharp* and of Stravinsky's *Petrouchka*. This was Rubinstein's first appearance at the Royal Albert Hall for many years. Recently he has been in Hollywood, where he has done much work in "ghosting" the piano-playing of stars in some of the many Hollywood musical films which have been much in evidence lately

THE MAD SIGNALMAN IN A SUITABLY MAD SETTING : Max Adrian in the sketch "Between the Lines" from the Company of Four's new revue "Tuppence Coloured," at the Lyric Theatre, Hammersmith. Laurier Lister's highly successful intimate revue is scheduled to be transferred to the West End during the week after next. One of the most original scenes is that illustrated above, for which the fantastical setting was designed by Emett, the well-known *Punch* artist who rivals W. Heath Robinson in devising weird and complicated machines. Another successful sketch is that in which the actors as well as the audience have tea during the performance of a matinee. *Tuppence Coloured* has the brilliant diseuse Joyce Grenfell to pin-point the frailties of her sex and Elisabeth Welch to sing charmingly. It is mainly satirical but, unlike most revues, it has some melodious music

HOMAGE TO VALENTINO : The "Lady in Black" on the occasion of the twenty-first anniversary of the death of the film-star of silent days. Every year the "Lady in Black" makes a pilgrimage to the tomb of Rudolph Valentino in Hollywood Cemetery. She is Rita Flame, President of the Rudolph Valentino Memorial Guild, the existence of which is sufficient evidence of the tremendous attraction he exerted over the audiences of the early 1920's. Revivals of his films nowadays provoke only laughter at the exaggerated technique

The World of Books—By VERNON FANE

ANECDOTES OF DAME MARGARET

Earl Lloyd George Writes a Book of Reminiscences About His Celebrated Mother

THE present Earl Lloyd George has written a biography of his mother, DAME MARGARET (Allen and Unwin. 12s. 6d.), which is rather a tribute to her warm, human nature, her humour, her good sense and her wide scope of interest, than a date-by-date life story. I think it gains by the looseness of its form, though there might still be room for another more concise recital of the career of this remarkable woman.

Dame Margaret was first and foremost a Welshwoman, and although her life took her about the world a great deal, it could be said of her that she was never then completely free from homesickness. In her beloved Wales she was truly herself, and in spite of her influence, and the deep friendships that she made in other countries, it was only Wales that knew her as a complete and happy character.

Her son has many anecdotes to tell of her pawky wit, but I think the best story of all is about Mr. Winston Churchill, who told her at dinner one evening that he had just bought a little place in the country, and intended to farm it. Farming was a subject on which Dame Margaret could speak with authority, for she had farming in her ancestry and in her blood, so it may be imagined with what amusement she heard Mr. Churchill add, "And I 'm going to make that farm pay, whatever it costs!"

At the same time, I have a sly feeling that he probably did.

There is a special delight, specially to experts of this kind of thing, in reading a detective story that is both gory and funny. Why these contrasts should be so effective, I can't tell you, but it is a fact that the terror needs the contrast of a genuine laugh, and that the mazes of elucidation are all the easier to follow with a witty guide.

Such a writer is Mr. Edmund Crispin, whose new murder mystery, SWAN SONG (Gollancz. 8s. 6d.), gave me some very diverting hours of reading this week. The scene is Oxford, during one of those raw, cold winters in which the beautiful university city seems to specialise. A distinguished English opera company is to give a series of performances of Wagner's operas and, as if the rehearsals for these did not provide drama enough, there is a special undercurrent of hatred directed against one of the members of the cast, a man whose magnificent voice hardly compensates for his very untidy private life.

When he is found hanged, no one is particularly surprised that anyone should have wanted to murder him, but the circumstances are odd enough to defy detection until the donnish and delightful Mr. Fen happens on the scene, and matters are speedily cleared up to the satisfaction of the rest of the cast, the reader and everyone except, presumably, the singer and the murderer. Recommended with enthusiasm.

THE MIRACLE OF THE BELLS (W. H. Allen. 12s. 6d.) is an impressive American novel that weighs 1 lb. 10 ozs., is 496 pages long and has been a best-seller in the country of its origin for many months. These are the exterior and physical facts. A study of the book's contents reveals that this is an exercise in sentiment, on the grand scale.

Basically, this is the tale of a high-powered Press agent who, to his own surprise, falls in love with a young actress. When he first meets her she is dancing, rather badly, in the chorus of a second-rate show. Later she achieves a small part on tour and at length arrives in Hollywood, where she works as "stand-in" for a well-known star. The Press agent, however, is responsible for her being cast for a leading part in a film. The girl succeeds, but dies of a hidden illness as the last feet of film are being taken and, by some inscrutable Hollywood law, the Press agent is consequently sacked and the film put on the shelf indefinitely.

That is the opening drama, but the principal part of the book is concerned with the Press agent's attempts to carry out the girl's last wishes: to take her body back to the obscure Pennsylvania mining village that was her home, and there to arrange for a Catholic burial and funeral service. That, in fact, is what the book is about, and it is on the village's conversion to hope and faith that Mr. Russell Janney expends his best and most colourful efforts.

ALL TOGETHER FOR THE "CROSS-ROADS DANCE": Just a few of the young people who flocked to O'Brien's Bridge, County Clare, near Limerick, to take part in the traditional "Cross-Roads Dance." The open-air dancing, to the music of accordion, melodeon and drum, continued past midnight into the early hours of the morning. A centuries-old custom of the villages on Ireland's western seaboard, especially of Limerick and Clare, the "Cross-Roads Dance" looks like becoming once again a highly popular annual event

Private detectives are Mr. Peter Cheyney's speciality; private sleuths, investigators or "dicks," according to one's habits of speech. And a very efficient succession of jobs they do, too. There has been one called Lemmy and one called Slim, and now there is one called Caryl, who has a fine, tough time in Mr. Cheyney's newest murder mystery, DANCE WITHOUT MUSIC (Collins. 8s. 6d.).

The activities of this latest elucidator of mysteries conform to a familiar pattern, but so do tartans, and nobody could call *them* dull. He is tall, he drinks a good deal, and women—anyway, the women in Mr. Cheyney's books—"go for" him in a "big way." That means they like him, and are prepared to prove it.

It is no slight to the present novel to say that it is reminiscent of its predecessors, because that is what several thousand of his readers demand. It has all the requisite pace, and the women have all the requisite beauty, and the sleuth does his sleuthing in a way that the Master of Baker Street would scarcely recognise and certainly not approve. But he gets results.

LEAVE TO PRESUME DEATH (Bodley Head. 9s. 6d.) is a strange first novel; in a way strangely effective, but not quite conclusive as a story. It is not so much a mystery story as the story of a mystery, and it is just that kind of literary quibble that gives you an idea of the quality of the book.

Mr. Cyril Hall's story—and it is well enough told to make me look forward with some curiosity to his second novel—is of a famous English composer who suddenly and completely disappears, leaving his pretty and talented wife and his beloved little daughter. After three years, during which there has been no trace of him, the wife applies for "leave to presume death," and is legally accorded the status of widow. The story, which opens in a lawyer's office, is a gradual tracing-back of the composer's life from his marriage to the day of his inexplicable disappearance.

If there is one subject treated in fiction that I find neither amusing, instructive nor edifying, it is the love of an adolescent girl for a middle-aged man. One degree worse is the same situation in reverse. Even *The Constant Nymph*, brilliant though it was, did not wholly reconcile me to the idea, and Miss Priscilla Johnston's new novel, THE SOUND OF FLUTES (Duckworth. 8s. 6d.), leaves me as obstinate as ever.

Mark you, Miss Johnston writes with a notable amount of competence and charm. She is an author who understands what goes on in the mind of a young girl, hesitating between school days and love-affairs, and groping in a strange and inexplicable adult world. The Carola of her story is a real creation, and the sensible, affectionate family in which she is growing up is a family that one might easily know. It is merely with the theme itself that I am uneasy, and that, of course, is not a matter of fact but of taste.

THE "PUNCH" ARTIST WHO TURNED NOVELIST

George du Maurier's Three Best-Sellers of the '90's Provide An Omnibus Book

George du Maurier, with his fond young mothers and their big, handsome, simple-minded husbands, his comely children and neat nurserymaids, his elongated dachshunds and noble St. Bernards, with his merciless ridicule of the æsthetes of the '80's, and his scorn of snobs and Philistines, was one of the most admired artists of his age, a master of black-and-white illustration. Like Leech, he revelled in the lighter aspects of life—the humours of the nursery, the drawing-room and the club. Then suddenly, after thirty years of playful jesting, he discovered that he had not reached the limits of his personal intellect, that "a gate had opened from his past into a future, and that beyond him lay a wonder not yet worked, not yet made known." In brief, George du Maurier the *Punch* artist became also George du Maurier the best-selling novelist, a literary lion of the first magnitude. In this period of eloquence, when he poured out his stories and ideas in full flood, du Maurier wrote three full-length novels, *Trilby*, *Peter Ibbetson* and *The Martians*. These are now republished under the title of NOVELS OF GEORGE DU MAURIER (Pilot Press. 16s.) and adorned with the original illustrations which belong so essentially to the text. It is hard to say which of the three stories is more impossible: that of Trilby, the tone-deaf artist's model who became a prima donna; that of Barty Josselin and his guardian angel from Mars; or that of the dream existence of Peter Ibbetson and the Duchess of Towers. They are probably all equally preposterous. Somehow or other, however, du Maurier made them credible. It is easy to understand how "a blend of unfettered day-dream and rose-coloured reminiscence," which was Frederic Whyte's summing-up of *Trilby* and *Peter Ibbetson*, appealed to the England of du Maurier's day. These two books, at any rate, meant a great deal to youth. The world longed for a story like *Trilby*: while writers argued about technique in bar and salon, du Maurier the artist produced a heroine whom the English-speaking people took to its heart with unquestioning delight. Du Maurier's romantic genius had matched the moment. *Trilby* should be re-read with this in mind.

A writer, for all his honesty of purpose, is naturally anxious to mould facts to his broad conception, and in doing so he sometimes falls into the trap of facile generalisation. In the end he is fixing labels, for better or for worse, here, there and everywhere. In CATHOLIC ART AND CULTURE (Hollis and Carter. 18s.) E. I. Watkin mars, in this way, a painstaking and erudite survey of the whole vast field of Christian art. Here is an example of his rigid approach. The autumn of classicism was the Christian Spring, he affirms. Medieval Christendom was the Summer, the Renaissance was late Summer, Baroque was the Autumn, the Modern World is Winter, "the winter of Christianity, of religion generally." This all makes very flat-footed, downright reading. The author propounds, and it seems that we are expected to sit at his feet agog and agape in respectful wonderment. An age which can produce two such masterpieces as the Anglican and the Catholic cathedrals of Liverpool, the former designed by a Catholic youth of twenty, is surely no architectural winter? Mr. Watkin, for all his undoubted learning, robs his work of maturity by reason of the measure of his self-assertion.

Of essentially Catholic, rather than wholly Roman Catholic, appeal is James A. Van der Veldt's EXPLORING THE VATICAN (Hollis and Carter. 12s. 6d.). This is a first-rate guide to the Holy See by the son of an Ambassador accredited to the Papal Court. In this way Mr. Van der Veldt came to know all the palaces of the Vatican and the great basilica itself. His story is well told and illustrated.

Golf caddies are all individualists, at any rate to judge from this reprinted effort by Charles Graves and Henry Longhurst, who have produced a delightful little volume entitled CANDID CADDIES (Citadel Press. 7s. 6d.). Some of the stories are chestnuts, some are newly-minted, straight from that Aberdeen factory which, we are told, keeps the supply going, but all are in the same robust tradition. Here is a sample. "A caddie receiving a threepenny tip at the end of eighteen holes proceeded to tell his employer's fortune. 'The first penny,' he said, 'tells me that you are a Scot; the second tells me that you are a bachelor, and the third tells me that your father was also a bachelor!'"

THE VISION OF THE FOOL (Grey Walls Press. 10s. 6d.) contains "a cycle" of the drawings and paintings of Cecil Collins. Those who readily understand Picasso and Salvador Dali will doubtless have no difficulty in understanding the symbolism of Mr. Collins. The rest of us will just have to go on wallowing in our own ignorance, for the text in no way helps us to understand the mysticism possibly underlying this work.

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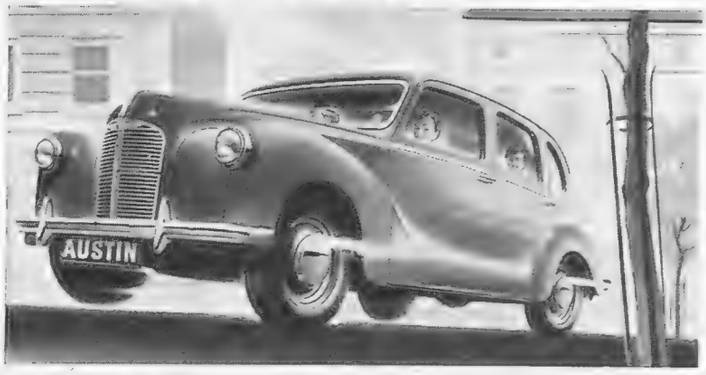

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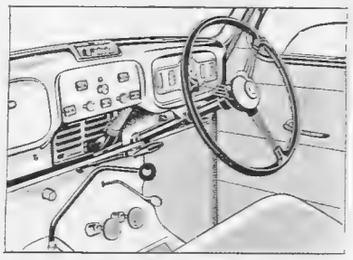

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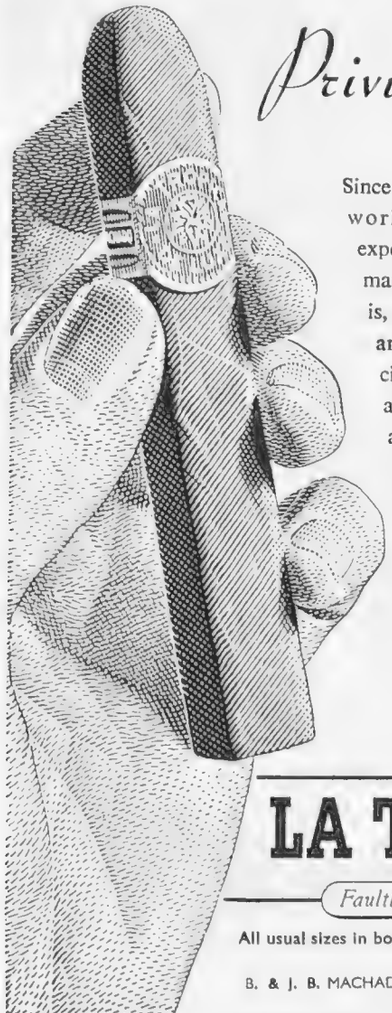

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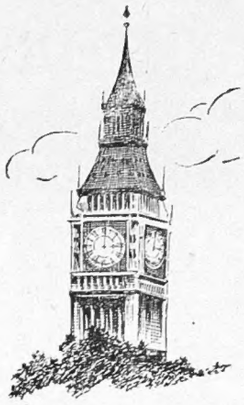

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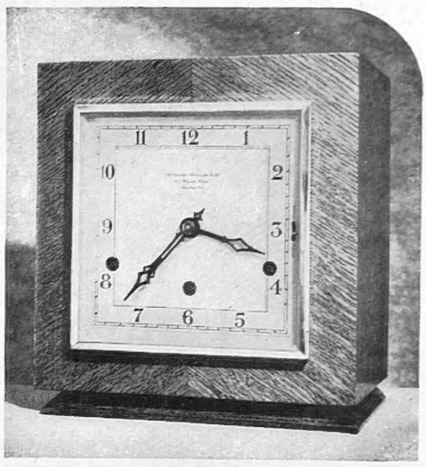

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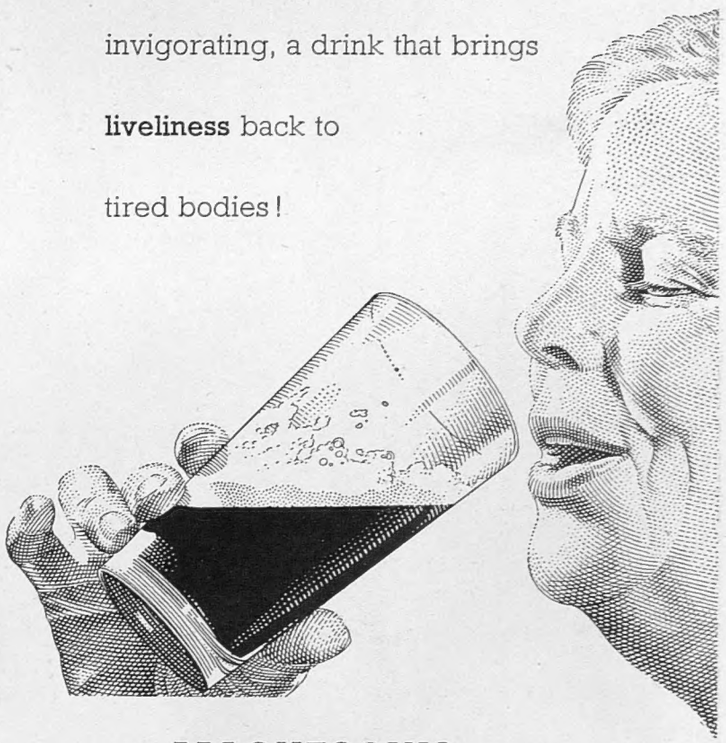

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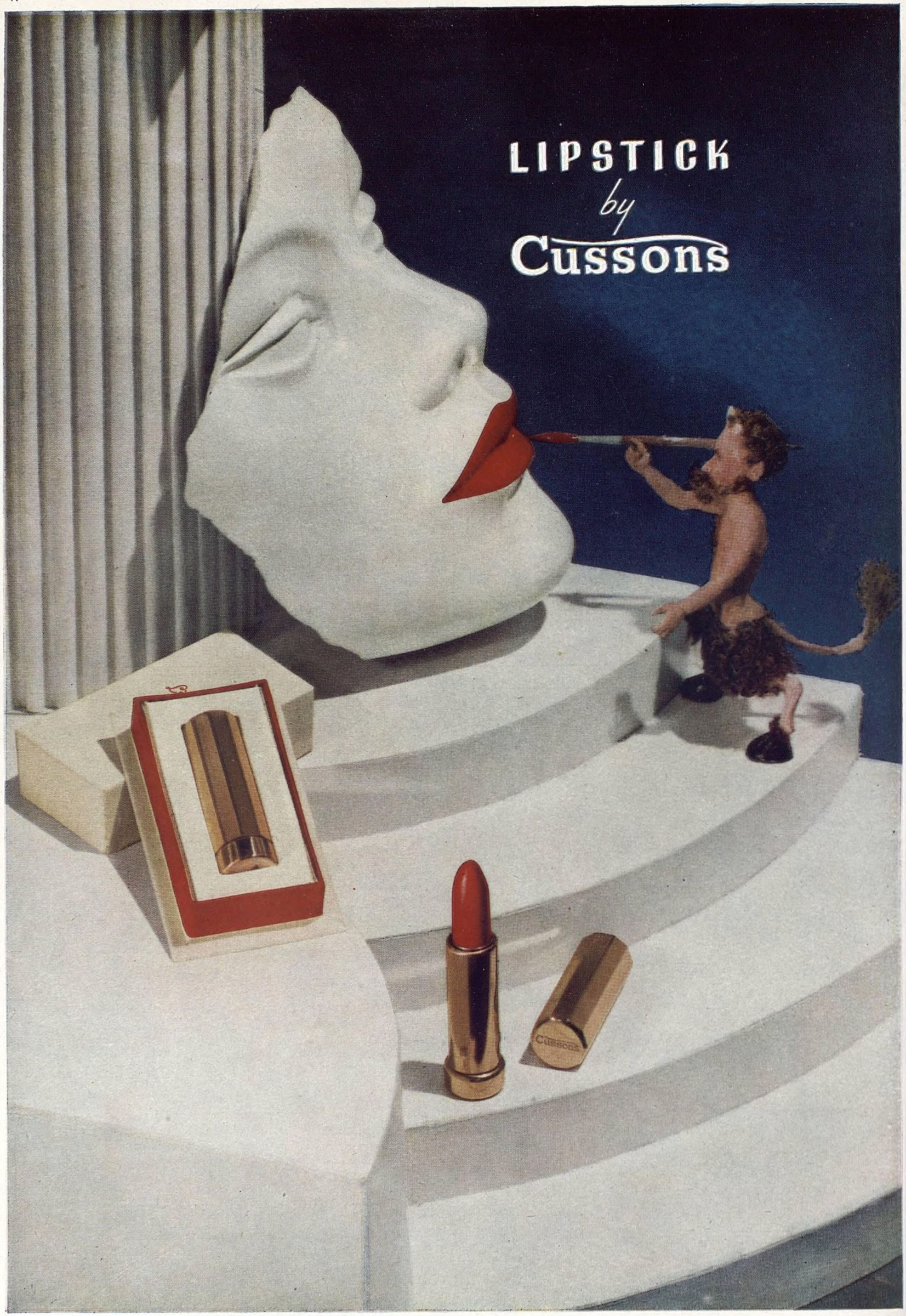

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